23 JULY 1954

The Autocar

1/-

FOUNDED 1895

LARGEST CIRCULATION

AUTOMOVEL CLUB DE PORTUGAL. This is one of the oldest Automobile Clubs in the world, founded on 15th April, 1903. Its headquarters at Rua Rosa Araujo 24-26, Lisbon, are on a lavish scale. The A.C.P. provides a range of efficient services to its own members—and also to members of foreign Automobile and Touring clubs visiting Portugal. Among these services are road assistance, customs facilities and touring information.

This advertisement is one of a series featuring the world's leading motoring organisations.

ACP

A30 SEVEN

Bright, nippy saloon with a lively O.H.V. engine. Does an easy 60 on an amazingly low petrol consumption. Room for 4 and luggage. **Safety glass all round.**

In all the best clubs they say

AUSTIN – you can depend on it!

THE BRITISH MOTOR CORPORATION LTD BMC

Regency

The FIRST name in Car Seat Covers

★ ATTRACTIVE APPEARANCE

★ WIDE RANGE OF DESIGNS

★ PRICES FOR EVERY POCKET

Post today for FREE patterns & prices

Name .....

Address .....

.....

Make..... *Model*..... *Year*..... *A*

PRICE EXAMPLES

REGENTEX—The wonder material—smooth as silk, fire resistant and water repellent.

Ford Popular	£9 10 0
Austin A.30	£10 5 0
Morris Minor	£10 5 0
Hillman Minx	£11 11 0

SUPACLOTH (Rich plain colour Melton cloth)

Ford Consul	£10 15 0
Vauxhall Wyvern	£11 0 0
Morris Oxford	£10 10 0
Austin A.40 Somerset	£10 5 0

All sets of covers are supplied complete with contrast piping and tailored for a perfect fit.

A full range of materials is available, including Tartan Cloth, Tygan, Nylon and Bedford Cord.

From £8 10s. per set according to model.

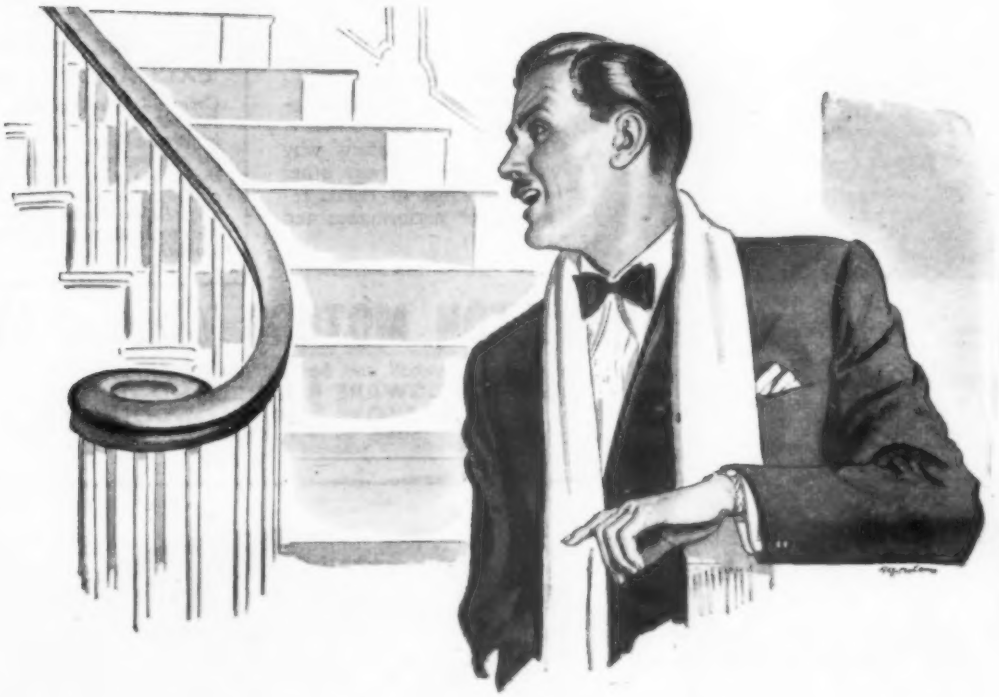
The name "Regency" is embroidered on every set of covers that leaves our factories—accept no substitutes!

REGENCY COVERS LTD., 169 Great Portland Street, W.1. Telephones: LANgham 9001.

Factories at Tottenham and Norwich.

DAR/K57

"Hurry up dear, we'll be late for the dance!"

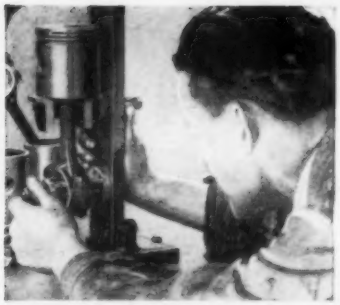


" It was our first night out in months. The wife had spent most of the day fiddling with her hair and one thing and another. We got into the car, and what do you think? It wouldn't start! For over an hour I tried everything, but no, it let me down—couldn't have picked a worse time!"

This sort of thing is happening to motorists every day. " The old bus let me down badly " they say to their friends. Could it be that it is the motorists who are letting their cars down by not looking after them sufficiently? Ask at your local garage for details of the Tecalemit Specialised Maintenance Service and you'll see what we mean.

THE AUTHORITY ON LUBRICATION
TECALEMIT
PLYMOUTH ENGLAND

The Tecalemit Specialised Maintenance Service entails the lubrication of each moving part and the checking of every component that contributes to the working of the vehicle.



A TEST OF HML Enginuity

Precision Workmanship—and precision testing are the highlights of HML Enginuity.
They are the reasons why you'll never find any other engines equal to HML rebuilds for performance and value.

THE HML ENGINE EXCHANGE PLAN

Covers all models Vauxhall and Bedford. Your old engine taken in part exchange. We deliver the new engine first—you send the old one in afterwards. Exchange prices from as low as £35. Deferred terms available. May we send you a copy of our booklet?

RADIO
We have a special department for car radio installations and repairs. Trade enquiries invited.

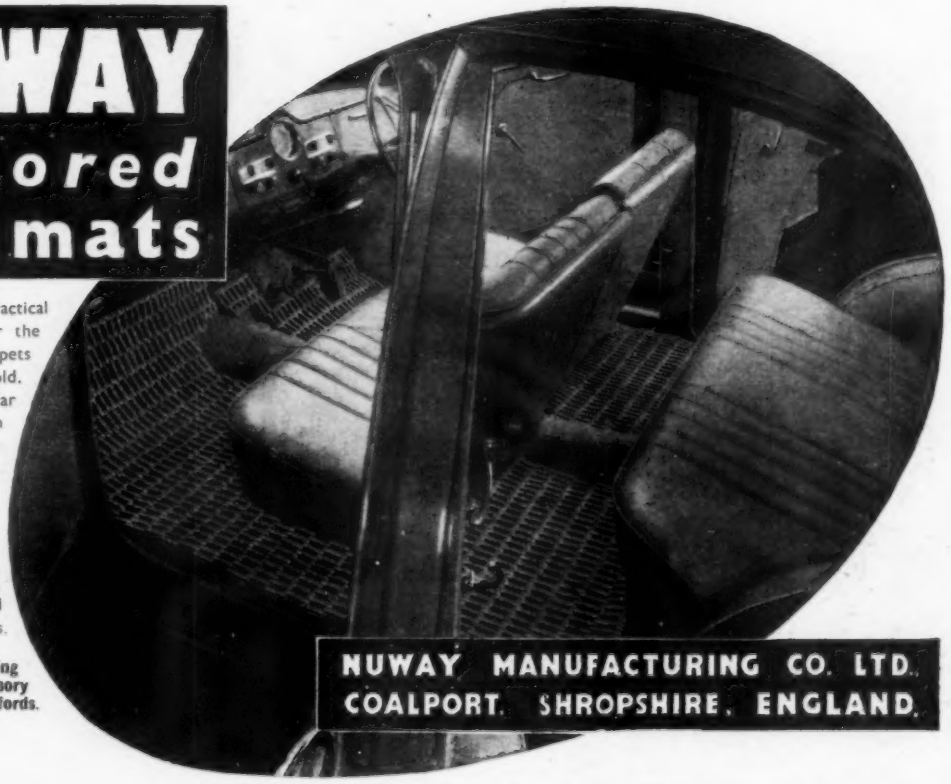
PARTS SERVICE DEPARTMENT
Open Monday to Friday 8 a.m. to 6.30 p.m.
Saturday 8 a.m. to 4 p.m.
Sunday 10 a.m. to 1 p.m.
Ring PADdington 0028 for immediate service.

HAMILTON MOTORS (London) LTD.

Vauxhall and Bedford Main Dealers.
466-490 EDGWARE ROAD, LONDON, W.2
169-171 HARROW ROAD, LONDON, W.2
Telephone: PADdington 0022 (12 lines).

DHB/17

NUWAY tailored car mats



Fit NUWAY—the practical car floor covering for the protection of new carpets and the replacement of old. NUWAY Tailored Car mats are attractive in appearance, fit perfectly and are available in maroon, green, brown, blue, black and grey. They give increased comfort and resilience. They cut down cleaning. They are low in cost and guaranteed for 10 years.

Obtainable through leading Motor Agents and Accessory suppliers, & through Halfords.

NUWAY MANUFACTURING CO. LTD.
COALPORT. SHROPSHIRE. ENGLAND.

BM NM 1096

Great Britain's leading car-makers approve

Duckham's

NOL

MOTOR OILS

AUSTIN

MORRIS

JOWETT

M.G.

FORD

RILEY

ROVER

STANDARD

TRIUMPH

WOLSELEY

ALEXANDER DUCKHAM & CO. LTD., HAMMERSMITH, LONDON, W.6.

Manufacturers of fine quality motoring and industrial lubricants

The result of 15 years' experience of underbody protection

★ Now, 3M Underseal Underbody Coating is GUARANTEED for the lifetime of your car. 3M Underseal means complete and lasting immunity from corrosive attack and damage to vulnerable under-car surfaces. Fifteen years' experience has perfected this underbody treatment and you should insist on 3M Underseal — Guaranteed for the life of your car.

3M
UNDERSEAL
TRADE MARK
Sprayed to Last

MINNESOTA MINING & MANUFACTURING COMPANY LTD
LONDON · BIRMINGHAM · MANCHESTER · GLASGOW

3M UNDERSEAL Guaranteed FOR THE LIFE OF YOUR CAR!

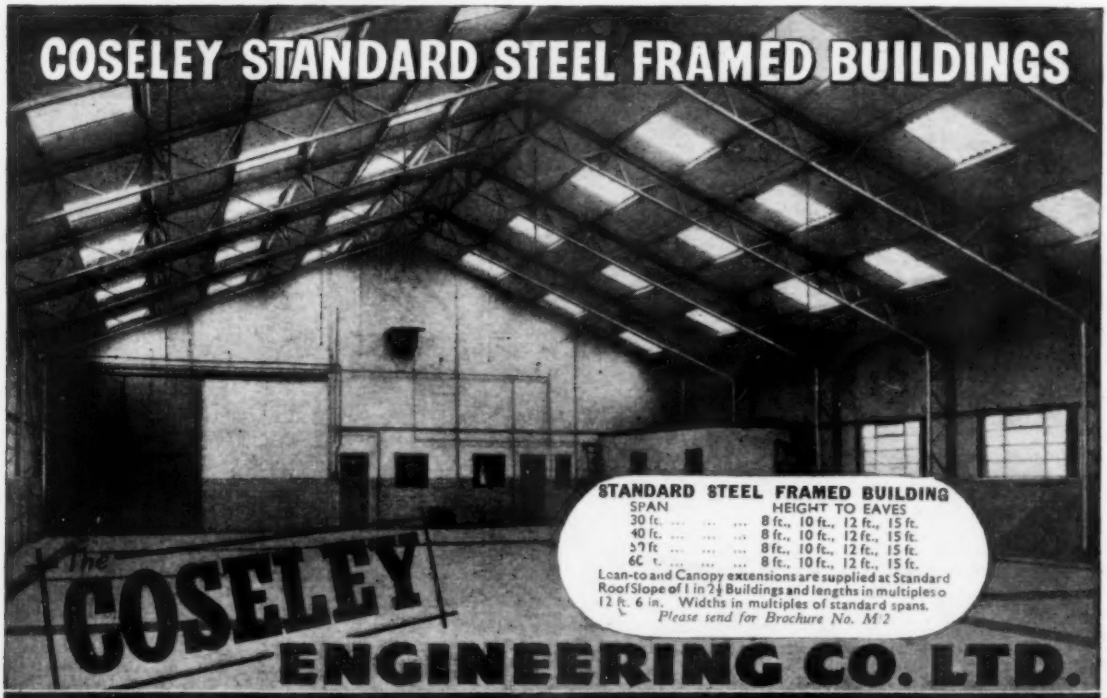
3M
UNDERSEAL
Guarantee
No.
This is to certify that vehicle Registered No.....
has been processed with 3M Underseal Rubberised Protective Coating and we, as the manufacturers of this coating, guarantee it to last the lifetime of the said vehicle.
MINNESOTA MINING & MANUFACTURING COMPANY LTD
ARDEN ROAD, ADDERLEY PARK, BIRMINGHAM 8
3M COMPANY

GIVE YOUR CAR THE BENEFIT OF UNDERSEAL UNDERBODY PROTECTION

Where rust, grit and flying stones play havoc with unprotected surfaces—there you need 3M Underseal. Your garage will be pleased to quote you for spraying with this proved 3M rubberised coating. Take no chances, insist on 3M Underseal.

ASK YOUR GARAGE TODAY!

COSELEY STANDARD STEEL FRAMED BUILDINGS



STANDARD STEEL FRAMED BUILDING

SPAN	HEIGHT TO EAVES
30 ft.	8 ft., 10 ft., 12 ft., 15 ft.
40 ft.	8 ft., 10 ft., 12 ft., 15 ft.
50 ft.	8 ft., 10 ft., 12 ft., 15 ft.
60 ft.	8 ft., 10 ft., 12 ft., 15 ft.

Lean-to and Canopy extensions are supplied at Standard Roof Slope of 1 in 2½ Buildings and lengths in multiples of 12 ft. 6 in. Widths in multiples of standard spans.
Please send for Brochure No. M/2

The COSELEY ENGINEERING CO. LTD.

LANESFIELD WOLVERHAMPTON ENGLAND • • • Telephone: BILSTON 41927-8-9
LONDON OFFICE: 27, OLD BOND STREET, W.1. • • Telephone: GRO 3626-7-8

BOSCH

ELECTRICAL EQUIPMENT
FOR MOTOR CARS
& COMMERCIAL
VEHICLES

BOSCH
SPARKING PLUGS

BOSCH

FOGLAMPS, DRIVING LAMPS,
HEADLAMPS, BLINKERS,
WINDSCREEN WIPERS, DISTRIBUTORS,
IGNITION COILS, ETC.

Through versatility and modern methods BOSCH products have always been developed according to practical needs. BOSCH embodies the best quality in construction and manufacture

BOSCH
FLASHER UNITS

MANUFACTURERS:
ROBERT BOSCH GMBH STUTTGART

FOR FURTHER PARTICULARS PLEASE APPLY TO:
BOSCH LIMITED
45, SOUTH AUDLEY STREET, LONDON, W.1

Can you measure Quality?

'MERLIN'

'KESTREL'

The reputation for reliability over a long period is the best measure of the true quality of GARRINGTONS Hand Tools. It is also the reason why they are confidently chosen by engineers and handymen everywhere.

Obtainable from all recognised Tool and Motor Accessory Stockists.

Write for lists.

Garringtons HAND TOOLS

'JAY'

'MAGPIE'

A MEMBER OF THE GKN GROUP OF COMPANIES

GARRINGTONS LIMITED

DARLASTON, STAFFS. and BROMSGROVE, WORCS.

Delco-Remy OIL-FILLED IGNITION COILS

More Facts

Whether you drive in towns or speed through the open countryside, the Delco-Remy balanced windings provide your car with a reserve of electrical energy to give smooth, pleasurable motoring under all conditions.

Oil has long been recognised as the finest insulator for high tension electrical equipment. The oil-filling combined with hermetic sealing for life ensures that Delco-Remy Coils will not deteriorate in service

A gallon of petrol takes you farther when you fit the Delco-Remy Oil-Filled Coil, because you get positive ignition—better starting, acceleration and top gear performance.

The universal bracket on the Delco-Remy Oil-Filled Coil makes it interchangeable with any other coil, and it can be MOUNTED IN ANY POSITION.

Temperature changes do not affect the Delco-Remy Oil-Filled Coil, because the design allows free circulation of the fluid around the windings, ensuring rapid dissipation of the heat generated, and safety even if the ignition switch is left on accidentally.

Each Delco-Remy Oil-Filled Coil carries a TWO YEAR GUARANTEE

LIST PRICE

36/-

6 AND 12 VOLTS

Ask your garage today, or write for further details to:—

AC-DELCO DIVISION OF GENERAL MOTORS LTD. DUNSTABLE, BEDS.

Here we go round the Standard Bush...

Actually we don't want you to go round it but to buy it and indeed from the largest manufacturers of plain bearings in the United Kingdom. Yes, we know you may be tired of all this nagging propaganda about the benefits of using standard components but it's for your own good. (Definition of nagging : the constant repetition of an 'unfortunate' truth). Whether you produce on a large scale or a modest one, you must benefit from the use of standard components. Take bronze bushes. If you insist on having these made to your own special sizes (pride? . . . inertia? . . . honest ignorance? . . .) you incur all sorts of costs for drawings, patterns, tools and so on which we cannot decently advise you to incur. See how awkwardly you place us. Because all the time our STANDARD range of bushes is there, waiting to cover all your probable requirements —there are 191 variations, graduating in length, nominal bore and nominal housing size, plus five standard grooving designs. You order from stock, for immediate delivery, in any quantity. We supply, finished and ready in Glacier bronze, with an allowance in the bore for final sizing after assembly.

Whether it's bronze bushes, wrapped bushes or bronze bars, that's the logic behind . . .

GLACIER REGD. TRADE MARK **Standard sizes**

THE GLACIER METAL COMPANY LIMITED, ALPERTON, WEMBLEY, MIDDLESEX

Only the TUDOR WINDSCREEN *Washer*

HAS THESE OUTSTANDING FEATURES—

★ Suitable for Hand or Foot operation.
★ Simple press button mechanism to release powerful jets of water on to the Windscreen.
★ Twin Jet with Adjustable Nozzle to play jet at any desired angle.
★ **Unbreakable, light-weight plastic water container** that does not rattle, and reveals water level at a glance.

Cat. No. 350 MINOR with 16 oz. Plastic Bottle, 25/-.
Cat. No. 351 MAJOR with 40 oz. Plastic Bottle, 30/-.
Cat. No. 352 FOUR-JET with 40 oz. Plastic Bottle and two double jets (recom. for Commercial Vehicles, Ambulances, etc.), 33/-.

TUDOR ACCESSORIES LTD.

Obtainable from Halfords, Accessory Stores and better Garages.

Beaconsfield Road • Hayes • Middlesex Telephone: Hayes 0442/3/4

LANE ACCESSORIES BARGAINS FOR THE MOTORIST

HERMES RATCHET Screwdriver sets, containing 6 interchangeable Blades for all types of screws including Phillips screws. 26/6 per set.

NEW RADIATOR TEMPERATURE GAUGES 2in. dial, chrome Bezel, dash fitting, with windows for illumination, 35° to 120° Centigrade, or 90° to 220° Fah., complete with 5ft. 6in capillary and union. Each Post free. **£2.1.0**

AIR TEMPERATURE GAUGES 2½in. dia; plus 0 to 50 deg. Centigrade and minus 0 to 30 deg. Centigrade. Ideal for greenhouse, etc Complete with capillary and element. Each **12/6**

NEW ALEMITE GREASE GUNS Push action with hydraulic snap-on nipple. Each **12/6**

The COSMIC SKREENKLEEN Cleans as you drive. Price 27/6 each. Simple to operate—just squeeze the bulb. Works, independently of the engine for any length of time. Twin variable angle jets—Simple control—nothing mechanical to go wrong. Can be installed on any make of car.

New Delco EXHAUST FANS for ventilating, extractors, etc., 200/250 volts A.C. single phase 40/60 cycles **£4/10/0** each.

New Kent Moore Valve Spring Testers, 0-150lb. and 0in.-6in. **£1** each.

KENT MOORE Petrol and brake pipe double lap FLARING TOOLS 3/16in. to ¼in. O.D. Complete in metal case with full instructions. Each **£1.5.0**

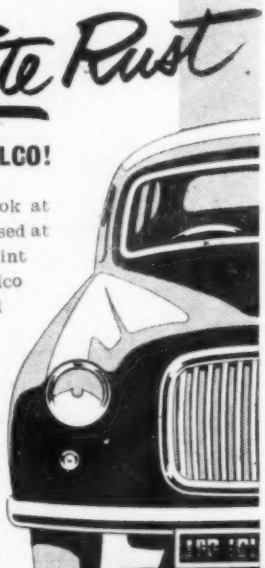
All the above are NEW and are offered with a full money back guarantee. Terms: Cash with order.

LANE ACCESSORIES, COUNTY BRIDGE, WILLENHALL, STAFFS.

Don't invite Rust

—TOUCH UP WITH BELCO!

Next time you park, take a look at the other cars—you'll be surprised at the number with neglected paint chips and scratches—*rusting*. Belco would have prevented this and maintained smartness too! When paintwork is damaged, touch up promptly with quick-drying Belco. In no time you'll have a brilliant, glass-hard surface again, smooth as a mirror—no brush-marks with Belco! You can get Belco in 23 colours as well as black, white, aluminium and clear; sizes from ¼ pint to 1 gallon



CELLULOSE BRUSHING **BELCO** THE SMARTEST BUY!

IT'S AN ICI PAINT

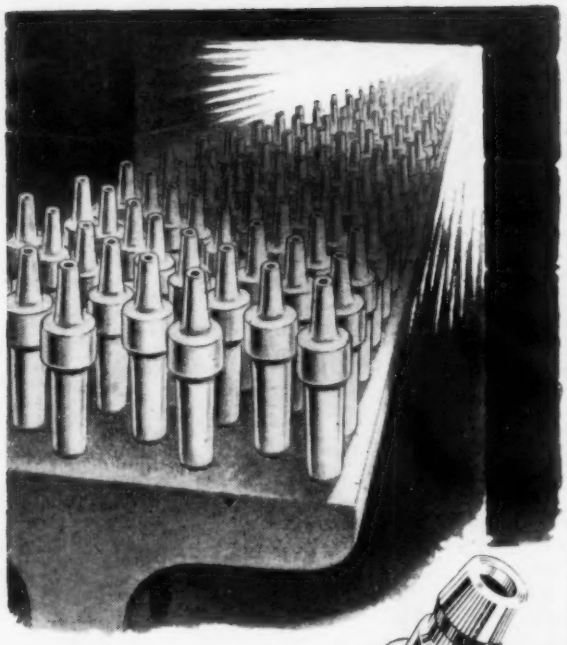
Firestone

LEAKPROOF

TUBES

Natural rubber is porous and motorists, without realising why, have accepted the fact that their tyres lose air pressure. The **Firestone** ***LEAKPROOF*** tube now solves this problem—it maintains constant air pressure longer—**and it costs no more.**

Firestone TYRES are so consistently good!



Made to take it!

AC SPARK PLUGS are Made To Take It Every aspect of manufacture is aimed at providing you, the motorist, with a reliable product that is capable of much more than is required even under the most adverse conditions.

The exclusive CORALOX insulators are fired in a furnace for more than 8 hours at over 2500°F; and the resulting diamond hard insulator goes to provide that extra durability and quality that makes AC Spark Plugs right for over 2 million new vehicles every year. See your garage about a set of AC Spark Plugs today — they're made to take it and give smooth spirited performance to YOUR car for many thousands of miles.

THE PLUG THAT'S RIGHT FOR YOUR CAR...

AC SPARK PLUGS

AC-DELCO DIVISION OF GENERAL MOTORS LTD., Dunstable, Beds.

'BOSTIK' REPAIR HINTS FOR MOTORISTS

...there's a job for

Bostik

The strength and powerful grip . . . and shock-absorbing resilience of 'Bostik' Adhesive 252 make it a 'must' for sticking draught excluders to car doors. 'Bostik' never loses its resilence, never chips, flakes or cracks. Throughout the British Motor Industry, 'Bostik' Adhesive and Sealing Compounds are in daily use. That's why *you* can trust 'Bostik'.

For First Class Repairs first time

Bostik

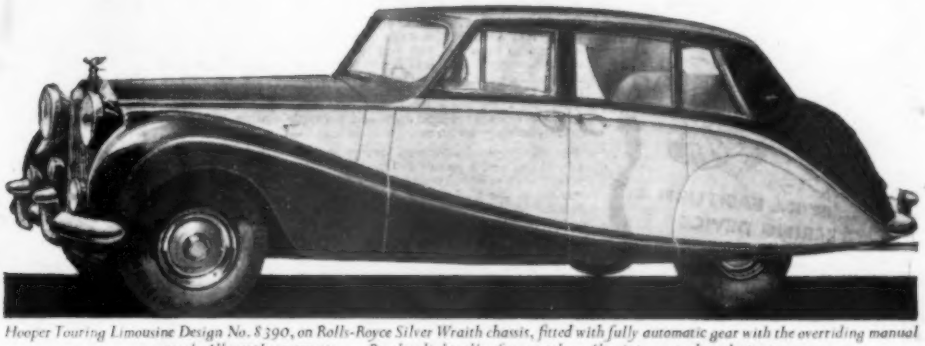
Adhesives & Sealing Compounds

'Bostik' is a registered trade mark of the

B. B. CHEMICAL CO. LTD., ULVERSCROFT ROAD, LEICESTER

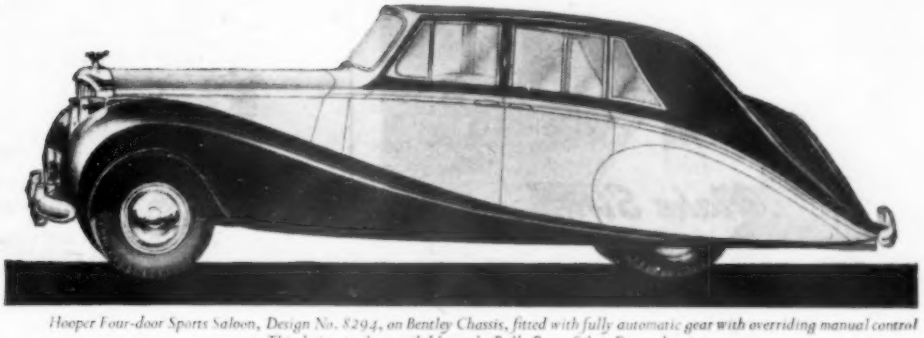
BY APPOINTMENT
MOTOR BODY BUILDERS TO THE LATE KING GEORGE VI
HOOPER AND COMPANY (COACHBUILDERS) LIMITED

HOOPER



Hooper Touring Limousine Design No. 8390, on Rolls-Royce Silver Wraith chassis, fitted with fully automatic gear with the overriding manual control. All metal construction — Rustless light-alloy framework — Aluminium panels and wings

Hooper Empress Mark II Saloon, Design No. 8306, on Special Series 3-Litre Daimler



Hooper Four-door Sports Saloon, Design No. 8294, on Bentley Chassis, fitted with fully automatic gear with overriding manual control This design is also available on the Rolls-Royce Silver Dawn chassis

HOOPER AND COMPANY (COACHBUILDERS) LIMITED
54 St. James's Street, Piccadilly, London, SW1. Telephone: Hyde Park 3242

Official *retailers of* ROLLS-ROYCE, DAIMLER AND BENTLEY. *Distributors of* LANCHESTER CARS

Le Mans driver praises new K-L SIT-RITE back rest!

SMOOTH, STEADY TURNING & REVERSING

with the K-L EASITURN STEERING DEVICE

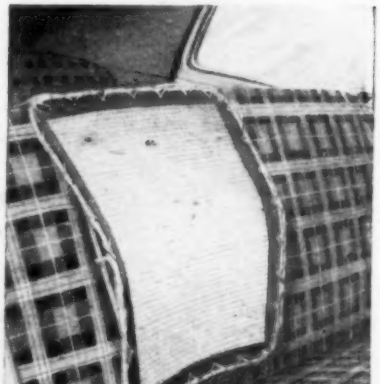
This clever new K-L device, with its smart tortoiseshell head, makes your motoring easier still! You just guide it—leverage does the work! Fitted in an instant, on either side of the wheel, it costs only **10/-**

"I used the back rest at Le Mans and after . . . covered more than 2,500 miles in 9 days—5 days' actual driving. I found it an improvement in every respect over the normal seating. It considerably reduced fatigue and was specially appreciated during a spell of hot weather."

So writes A. P. Hitchings, of Hanley, in an unsolicited letter to the Key-Leather Co. Ltd. You may not drive as "hard" as a racing motorist, but you too will be struck by the very real difference a SIT-RITE makes to your comfort, especially on long holiday drives. It not only provides the support so badly needed in "the small of the back," but also **lets air flow between your back and the seat**—keeps you comfortably fresh on warm days and prevents soiling of clothes and upholstery by sweat.

The tough, plastic-covered lacings can be slackened to adjust curvature, and a plastic coating (not paint) covers the strong steel frame to prevent damage to the seat. Well-finished and washable, the SIT-RITE is a credit to any car. There are models for bench and bucket seats. Ask your garage to show you one.

Try it out in your car. You'll be delighted! **45/-**



THE K-L AIRMASTER

is keeping thousands of windscreens free from insects, flying particles, etc. Clear or coloured transparent plastic. Stainless steel bracket. None genuine without the K-L mark. Size 9" × 5" **10/-**

K-L KERBFINDERS

are chromium-plated steel springs with slender extensions which warn when kerbs are neared, preventing damage to mudguards or tyre walls. No electrical wiring. A pair **7/6**

THE BENCH SEAT MODEL

measures 20in. × 17in. and fits over the top of the seat.

THE BUCKET SEAT MODEL

is secured round the seat by a belt of sturdy elastic. Size: 19in. × 17in.

K-L

See these aids to better motoring at your garage or write for folder 51 to:

KEY-LEATHER CO. LTD.
5 Urswick Road, London, E.9. Telephone: AMHerst 5202-4

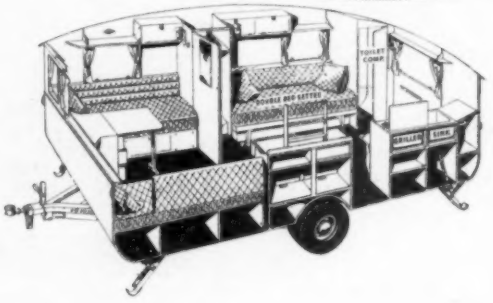
Jubilee
The Finest Clip in the World

Make SURE its a genuine Jubilee!

L. ROBINSON & CO. (GILLINGHAM) LTD.
London Chambers, GILLINGHAM, KENT. Phone 5282

You MUST LOOK INTO THE ECCLES NEW DEMOCRAT

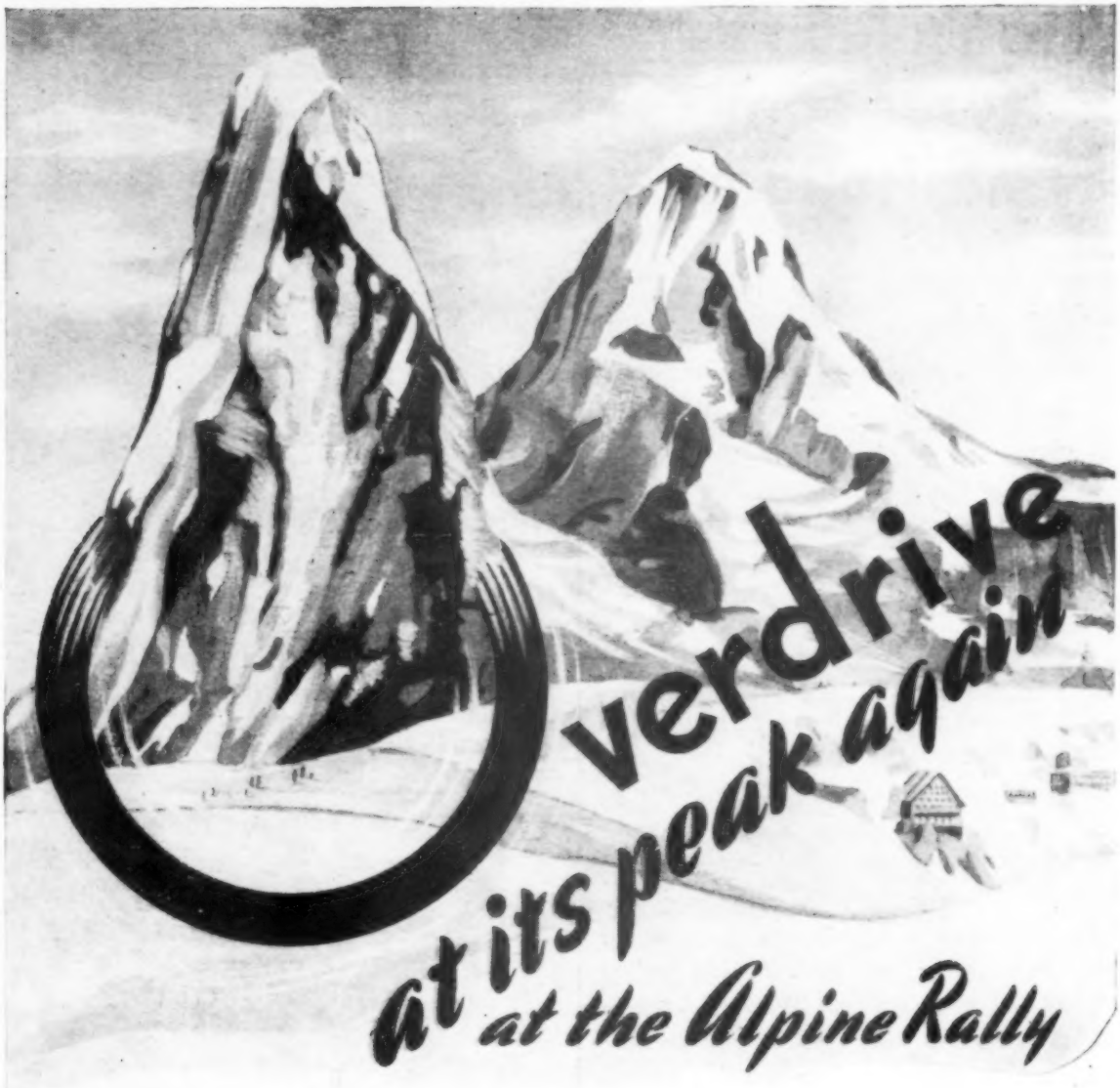
This 16ft. 6in. living touring caravan once again illustrates the outstanding superiority of Eccles design and craftsmanship in its price range.



Built to sleep four people in luxurious comfort in a spacious well lighted interior, the "New Democrat" includes every refinement and convenience. An unobtrusive toilet compartment can be fitted as an extra.

Send for illustrated leaflets describing the "famous five" caravans of our 1954 range—
10ft. "Coronet," 11ft. 6in. "Coronation" Mk. II. 14ft. "Alert" Mk. V. 16ft. 6in. "New Democrat" and 18ft. "New Imperial" Mk. II.

ECCLES (B'HAM.) LTD. DEPARTMENT 126 BIRMINGHAM 30



Congratulations to Stirling Moss and John Cutts on winning the Alpine Gold Cup and to Miss Sheila Van Damm and Mrs. Anne Hall on winning the Coupe des Dames driving Sunbeam Alpine cars, also to the drivers of the Triumph T.R.2 cars on winning the Team Prize.

All the above cars were fitted with the— Laycock–de Normanville verdrive

Manufactured by :
LAYCOCK ENGINEERING LTD., SHEFFIELD, 8. Under exclusive licence from Auto Transmissions Ltd., Coventry.
The electrical controls used on the Overdrive have been developed by Joseph Lucas (Electrical) Ltd

Enquiries to:
LAYCOCK ENGINEERING LTD. Overdrive and Transmission Sales Division, Westminster Bank Chrs., 16/17 Hertford St. Coventry.

Don't let your tyres spoil your holiday!

Be sure of avoiding holiday tyre troubles by having your smooth tyres treated now by the patented "TYRESOLES" process, giving you new tyre mileage over again at approximately half new tyre cost. Every make and size of tyre can be processed and your own road tested tyres deserve "TYRESOLES" the best kind of reconditioning.

8 HOUR SERVICE

Many of the 40 "TYRESOLES" Works offer an 8 hour appointment service to those within easy reach. A quick priority service can be arranged through your usual garage.

YOUR OWN TYRES TREATED & RETURNED

REFUSE SUBSTITUTES

For reliability, insist upon "TYRESOLES" by name. Every treated tyre has "TYRESOLES" and Works' identification town branded on the tread.

A COMPLETE SERVICE

Every make and size of tyre can be treated.

OVER 40 "TYRESOLES" WORKS AND DEPOTS TO GIVE RAPID SERVICE TO YOUR LOCAL GARAGE

TYRESOLES

REGISTERED TRADE MARK

Not just a retread

THE PROVED PROCESS OF TYRE RECONDITIONING

TYRESOLES LTD., PALACE OF ENGINEERING, WEMBLEY, MDDX

Tel: WEMbley 1222 10 lines

It's new ... it's better!

—the haircream with the bay rum base 2/6

J. C. & J. Field Ltd • 142 New Bond Street • London • W.1

FOR "IN AND AROUND" THE HOUSE USE

Seelastik

to fill and seal

gaps, cracks, seams or joints

permanently

between any two clean, dry surfaces, sealing fixed windows and windscreens, for stopping roof leaks, leaking joints of the silencer, between wings and body, stop water percolation around headlamps, pilot and rear lamps, metal to metal joints bedding on dashboard, interior joints in the boot, SEELASTIK provides a lasting weatherproof, air tight and vibration proof seal; it never becomes brittle-hard, but sets to a firm flexible consistency—and Seelastik takes all oil paints

A Sealing Compound and Tool all in one price 3/- complete

Obtainable from: Ironmongers, Builders Merchants, Stores, Garages, etc.

Sole Manufacturers: EXPANDITE **LTD., Chase Road, London, N.W.10**

The smartest thing on wheels...

★-the wheel trims with the 100% secure *fixing*.

They are fixed with self-locking fasteners—there are no bolts, nuts or springs to cause trouble; the fixing is positive and the rims **cannot** work loose, rattle or fly off. The fasteners (see below) operate on the worm-drive principle.

Ace " Rimbellisher " wheel trims are designed for the owner who takes a pride in his car—they have the happy knack of making a car look smarter than its fellows—more elegant and well-groomed—and, of course, they keep the wheels looking attractive for much longer. " Rimbellishers " are particularly well-made and finished—our nickel-copper nickel-chrome finish is even better than pre-war chrome and is both rust-proof and very durable. Add to this the 100% secure method of fixing we employ and you have the perfect wheel trim, an accessory which delights the eye of the connoisseur and, because it obviates unsightly chipped wheels, is as practical as it is attractive. It shows a broad surface of chrome and closes the gap between rim and wheel. Ask your garage to supply you with a set for your car—they cost only £7.10.0 per set of five and fittings—or write to us for further details.

The name "Rimbellisher" is a registered trade mark of Cornercroft Ltd. and may not be used to describe any other wheel trims.

ACE

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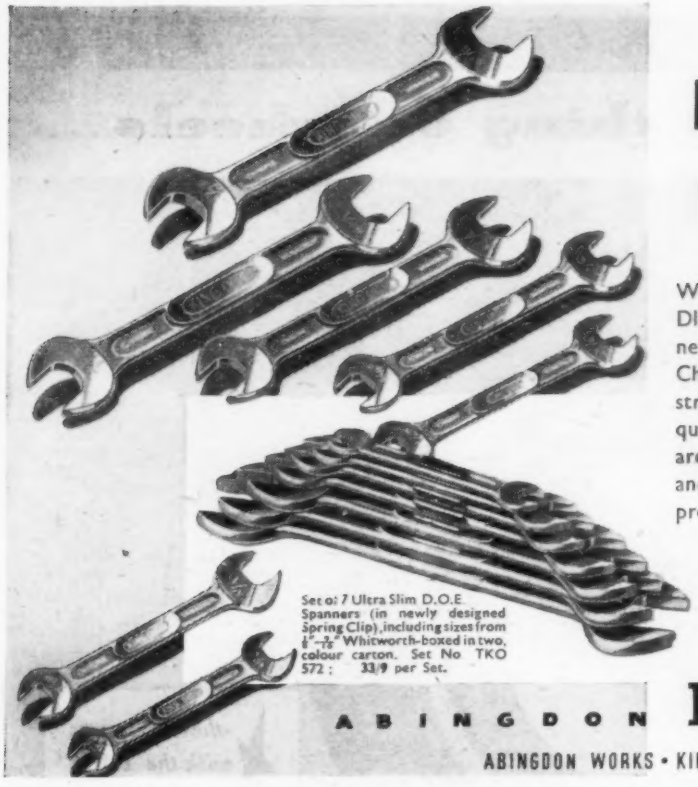

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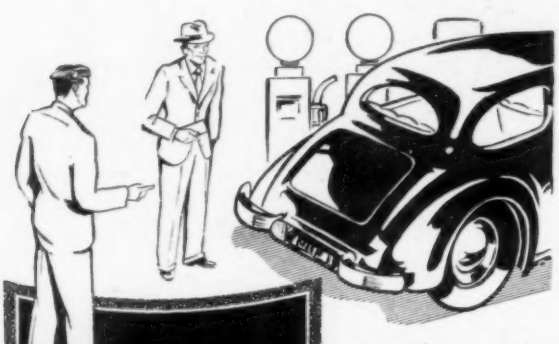

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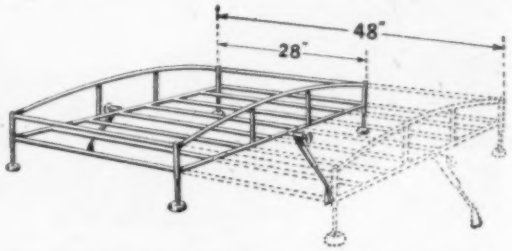

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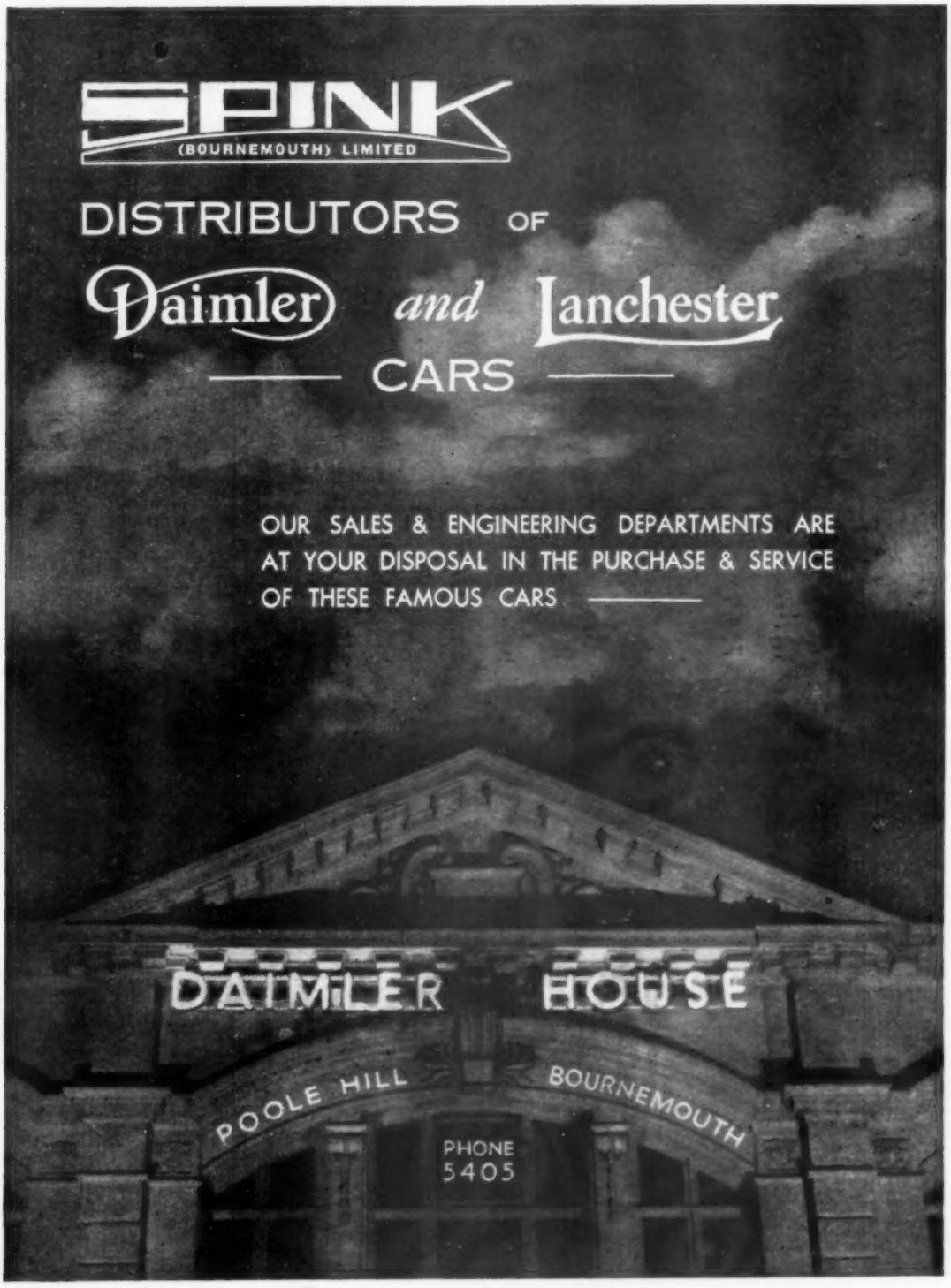
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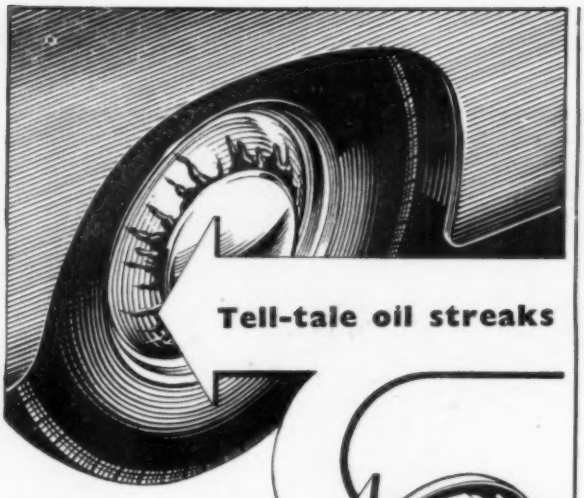

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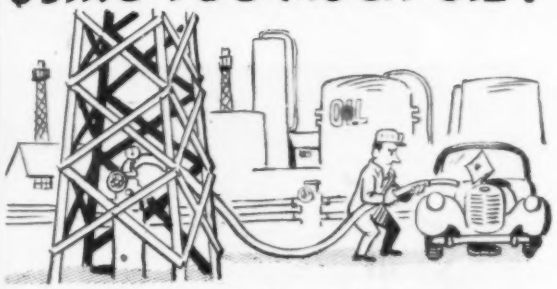

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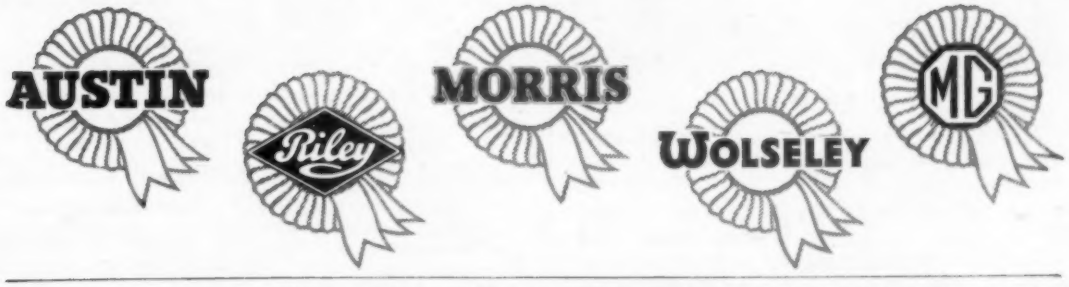

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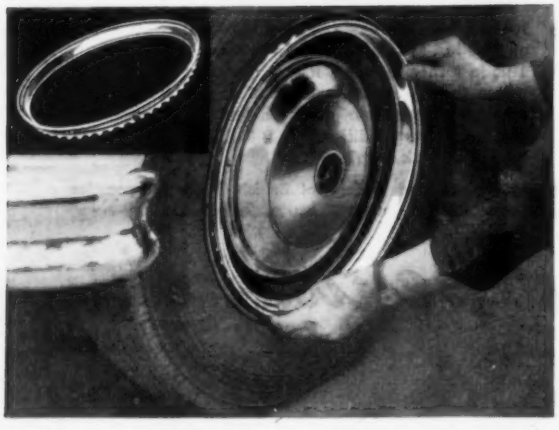

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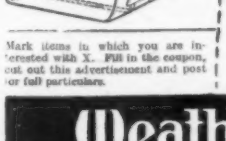

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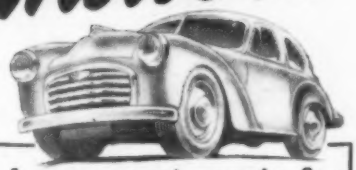

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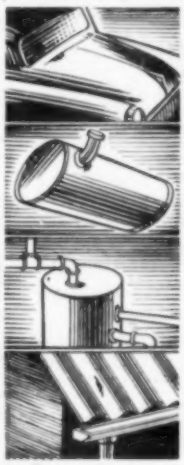

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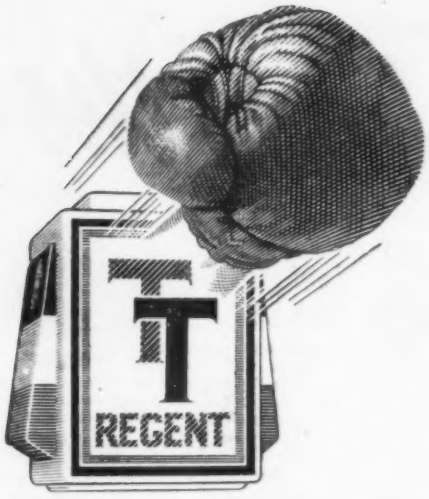

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The Autocar
FOUNDED 1895

No. 3060 *Friday, 23 July 1954* Vol. 101

Driving Intangibles

DRIVING is an art, and it is essential that the fact should not be forgotten. The increasing traffic on the roads of the world is calling for a high level of skill, especially as speeds creep up. The problem is to inculcate the high level of skill and great sense of responsibility of the good driver into motorists who, for one reason or another, are deficient in these qualities. It is by no means an easy task, because, in our opinion, the outstanding difference between the good and not-good driver is a matter almost of instinct.

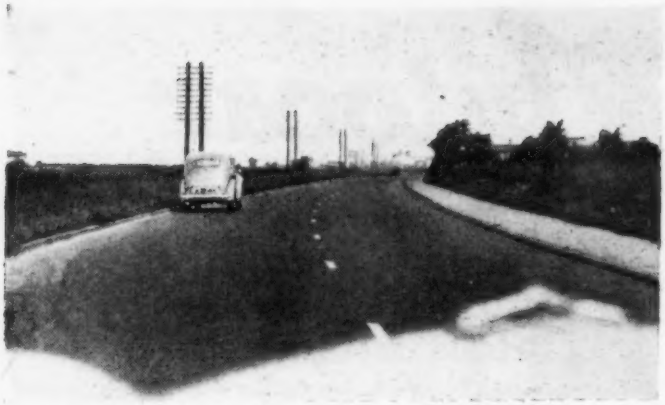
Good drivers have an uncanny perception of the physical forces which act upon a human being in motion. The judgment of braking distances is evidence of this, but even more striking evidence is what has been termed "centrifugal sense" on corners. This is the instinctive knowledge that a driver has of the safe speeds at which a given bend can be taken, and can be seen fully developed in the four-wheel drifting of the racing driver on circuit curves. It is obvious from these two examples that any shortcoming in these perceptions must greatly increase a driver's tendency towards accidents. But it is equally obvious that such perceptions cannot be easily taught under the existing arrangements for driving tuition. On the other hand, science provides adequate means of demonstrating their absence. An American research organization uses scientific methods in its selection of drivers, to such good purpose that it has no record of an accident in its history of drastic test procedure.

There is an explicable reluctance on the part of all concerned to imbue car driving with the esoteric attributes of flying; yet some approach to this is needed. Moreover, we feel that much could be learned from air training methods. Under the stress of war some remarkable ways were discovered of eliminating accident-prone trainees and giving others the intangible skills required in the pilot before the subject ever took his seat in an aircraft cockpit. Similar techniques in driver training are beginning to demand development.

On Road and Track

WITH the passage of the Alpine Rally and the British Grand Prix, one of the summer peaks of the sport has been reached. In the Alpine Rally Britain made a good showing with four out of 11 Alpine cups and the notable achievement of Stirling Moss, who joined Ian Appleyard as one of the only two motorists to have been awarded a gold replica for winning Coupes des Alpes in three successive years; Moss was assisted by John Cutts as co-driver of the Sunbeam Alpine in which he competed this year. Three other performances earn credit for Britain: that of Miss Sheila Van Damm in winning the Ladies' Prize (Miss Van Damm also drove a Sunbeam Alpine); the Frazer-Nash class victory which was also best performance by a British car, the drivers being O'Hara Moore and J. Gott; and the Triumph team victory, which adds to the prestige already earned by the lively TR2.

The British Grand Prix was, perhaps, more of a drivers' struggle than usual, for the cars proved to be very evenly matched, the superiority of the Mercedes-Benz at Rheims being non-existent at Silverstone. The great Fangio was forced to surrender to a car that was behaving somewhat malevolently in the wet and that soon began to ail, but his compatriot Gonzalez will probably never drive a better race. It was impossible to fault him. Likewise Moss and Hawthorn, whose technique is so polished and similar that it is difficult to believe that they did not share a common master instead of being youthful *virtuosi*. It was good to see Hawthorn finish in second place, though the pleasure in no way lessened the sympathy felt for Moss, in his last-minute failure; his new Maserati is suffering from an unprecedented series of mishaps for a car in such sensitive hands. Moss, however, is also driving at the top of his form. His performance in the Beart-tuned Cooper-Norton in the formula 3 race—a race almost lost in clouds of spray—was a beautiful display of skill and control.



With no other thought than that it was a pleasant place to stop, the driver of this Ford Prefect parked his car. With a stream of traffic approaching from the opposite direction it could have caused a hold-up.

There cannot be many more stupid places to park than this; from a few yards farther back it was impossible to see over the brow.

The driver of this van, without a signal, parked here; the coincidence of bicycle, lorry and the van brought two cars to a halt to allow the lorry through. In each of these three examples of careless parking there was a grass verge on to which at least two wheels could have been driven.

"TO TRA

THE ALTERNATIVE TO BETTER ROAD CONDITIONS IS IMPROVEMENT OF DRIVING STANDARDS

By PETER GARNIER

SOME time ago a railway employee fell from a shunting locomotive into the path of another engine, similarly employed, running in the opposite direction on a parallel curved rail; the man was killed. The difference in speed of the two engines was not, and, in the circumstances, is extremely unlikely ever to be, much in excess of 10-15 m.p.h.; yet, at a subsequent inquest, it was decided that the two lines were dangerously close together; it was suggested that, to avoid a repetition of the accident, they should be moved farther apart. There was no question of blaming either of the drivers; conditions, which it was within the power of the authorities to improve, were at fault, and it was suggested that the opportunity should be taken to remove one more source of danger that might result from the very human failing of forgetfulness.

But Not for the Gander

Though nobody would decry this admirable outlook, it is bound to be a source of considerable envy to the motorist that, in one sphere at least of modern transport, such an enlightened view should prevail. In the circumstances obtaining, presumably, only the control of the engines' speeds was in the hands of the drivers; certainly the directional control was not. On many occasions, however, on good stretches of road, it is possible for fast cars to meet at a speed differential of anything up to, perhaps, 160 m.p.h., with the obvious risks involved. Not only is the control of the increasing maximum speeds of modern cars in the drivers' hands but the directional control is, too. Unlike the engine driver, who has only signals, curves, gradients, level crossings and stations to contend with—at fixed points—the motorist may expect, at almost any point on his route, traffic lights, zebra crossings, dogs, pedestrians, cyclists, children, slippery surfaces, road signs, other road users and, in the last category, people whose judgment of speed and distance, road sense and general powers of observation are dangerously lacking. And, also unlike the engine driver, he may be fairly certain that, in the event of an accident he, and not road conditions, will be held to blame.

As long as those responsible for road conditions continue to refuse to adopt the enlightened views apparently held by railway

VEL HOPEFULLY . . . ."

authorities, the only possible remedy is to improve, and go on improving, the standard of driving. Undoubtedly one of the most important qualifications for sound driving is the state of mind of the driver, and tolerance is probably his greatest attribute. It is extremely easy to advocate this from an armchair; it is equally easy to recall countless occasions when one has fumed with justified rage at some thoughtless move by a fellow road user. The need for tolerance remains, however.

Enraged hooting is not likely to provide the offender with a reminder on subsequent occasions that his unwise move had previously brought a reprimand. Nor does the blinding of an oncoming driver with a battery of spot lights remind him, when he next meets a car, to dip his head lamps. The dangerously close overtaking of a "30 m.p.h.-crown-of-the-road" potterer, followed by immediate cutting in and hugging the left side of the road, does not set an example. He probably dismisses you as a road hog, being unaware of his shortcomings; certainly he does not remark to himself, "That's what I should be doing."

Another much safer attitude which could be adopted is one of self-congratulation at having avoided possible trouble. You round a corner, hugging the verge, to be faced by two cars abreast. By braking hard and taking to the grass, the outer of the two cars is just able to scrape through. What sort of conversation ensues in that car? Does the driver apologize all round for his stupidity or do his passengers congratulate him on his skill in avoiding an accident?

Live and Let Live

It is necessary to drive defensively the whole time—almost to be a "door mat"; there is no necessity to prove to everybody that you are not. This does not entail going slowly, but it does mean driving in such a way that, whatever wildly stupid things other people may do, you will always be in a position to counter them. Make allowances for everybody else but never for yourself. A colleague has a system whereby he allots himself a black mark every time he does something which, in his opinion, is an example of bad driving. If he scores three on a 300-mile journey he feels he is slipping. This attitude is one that results from his taking an interest in his job. Driving is an art, and one in which everybody should take a constant pride; through this attitude one's skill will always be improving and, concurrently, one's ability to drive fast safely.

Powers of observation and a certain amount of easily acquired knowledge play a very large part. Suppose you are on a straight stretch of road, travelling fast, and quickly closing on a pre-war, low power saloon. Your speed relative to the saloon will probably be such that you will be past it and back to your side of the road very quickly. If, in the distance, another vehicle is approaching, a knowledge of the speed potentialities of modern vehicles can save a lot of trouble; a large lorry will obviously take some time to approach and close the gap through which you are proposing to pass. If the oncomer is low, and painted in one of the primary colours, it may be a potential 120 m.p.h. car and *could* be covering the ground at a rate of 176 feet per second. In the circumstances it would be as well to wait.

This set-up, together with many others where overtaking is temporarily baulked for some reason, provides an opportunity for speed judgment which, if achieved successfully, gives great satisfaction. The ideal is to reduce speed well in advance and only to such an extent that, as soon as the oncomer has cleared the gap, you slip past the small saloon without any great, or sudden, alteration in speed. To decide on the course of action too late, rush up behind the car in front and brake hard, is obviously wrong; it is not only extravagant in brake linings and the fuel used in losing and regaining your cruising speed, but also the closeness of the car in front obscures the view of the road ahead.

Station Astern

On many occasions, when following a stream of traffic, the opportunity to overtake is lost through being too close. It is often possible to get a good view of the road ahead through the rear windows of modern cars, but in general, and particularly with lorries and pre-war cars, it is better to keep a few car's lengths astern. In this connection—as, indeed, at all times—one should be fully aware of what is following. If one is taken by surprise by an overtaking car it should be an occasion for considerable self-criticism. The naval station-keeping maxim, "Remember the next astern," is truly applicable.

One of the most infuriating habits encountered is that of driving in *echelon* so that a faster car, coming up behind, finds itself with ample room to pass the last two cars, at least, of the formation on the *left* side. The fault results from timidity, lack of acceleration or a largely mistaken impression on the part of the offenders that they are in an advantageous position to overtake when road or traffic conditions permit.

Also connected with overtaking is the very common misapprehension that a hand or traffic indicator signal *entitles* one to make a turn or to pull out and overtake. This is not so; the signal indicates only that one *intends* to turn as soon as conditions are safe to do so. The signal should be made well in advance and only when reference to the driving mirror has shown that there is somebody who will benefit from it; if there is nothing behind, a signal is pointless. Much too often one sees the driver in front signal and turn almost in one movement.

A practice which can have considerable nuisance value is that of parking at the side of a straight stretch of main

The imagination shudders at the thought of what would happen if a similar unruly horde were approaching from the other side of the brow of the hill. It is well worth while bearing in mind, as one approaches a brow, that the leading car as represented by this grouping or the motor cyclist (as yet, spared) may be there to meet one.

Happily oblivious of any following traffic, the driver of this Austin Sixteen (twin rear windows) trundled along, mile after mile, on the crown of the road. Had he been correctly placed, near the kerb, the A.70 could have overtaken.

road. The drivers of such unwisely parked cars have probably gone to some trouble to find a straight stretch and avoid parking on, or near, a bend; equally, the driver of a fast car may have been waiting patiently for such a stretch on which to overtake a slower car that has been holding him back. Lay-bys are becoming more frequent and it is well worth while pushing on and looking for one before halting. On certain roads carrying exceptional traffic the police are apt to take a hand if you do not use a lay-by.

When a car is under the influence of braking it is in a very unstable state. The weight distribution is considerably altered by the weight transfer to the front wheels, with the resultant reduction in adhesion at the rear. It is, therefore, most important to do whatever braking is necessary before entering a corner, particularly on a wet road. To enter a corner at what seems an excessive speed and, on realizing this, suddenly to brake hard, may easily produce disastrous results. On many such occasions it is better not to brake but to go on driving the car round on a light throttle opening. If the speed is, in fact, excessive, the result may not be nearly as bad as that produced by sudden and unpremeditated braking.

Skidding

There are many people in whom the thought of a skid produces unbounded terror; at the slightest sign of the rear wheels losing adhesion they tend to feel that all is lost. Although it is, unfortunately, not possible to practise on such places as the Hendon police driving school's skid pan, those who drive fast should be able to cope with skids as if by instinct. Though it is not intended to advocate turning every quiet stretch of road into an extempore skid pan, the art of correcting skids should be in every driver's repertoire. Failing this ideal, know your capabilities and realize that some road surfaces are very dangerous for anything but the lightest braking and acceleration.

The driving position can make all the difference to freedom of movement for quick corrections. Elbows should be free from obstruction. The arm rest on the driving-side door of many modern cars can cause an obstruction. Sudden wheel movements to the right, demanded by unforeseen circumstances, result in a resounding and painful bump. The habit of resting the right elbow on the window frame, apart from looking extraordinarily slipshod, means that the driver cannot possess full control of the car. Often, when seat springs have "settled," the drivers of pre-war cars are visible only from the eyes upwards, and appear to have great difficulty in seeing the road ahead. A cushion, wooden chocks under the seat or, better still, new seat springs, would put things right. One should be *in command* of a car, head and shoulders above the lower edges of the window frames, and able to see all round, not enveloped by it like a man in a submarine, requiring a periscope.

Town driving produces an entirely different set of problems and, among them the much greater wear and tear imposed on the transmission. On a certain ten-mile journey to work each day it was found that, in the rush hour traffic, the clutch was used up to a maximum of 120 times. In order to avoid this heavy wear on the thrust block (it was found that pedal travel increased almost measurably from week to week) system was used which cut down the clutch operation by over 25 per cent. On every occasion when it was obvious that the car would have to be brought to rest, the gear lever was slipped into neutral as the throttle was closed. It requires a certain knack in timing the movement so that it occurs just as the load is taken off the gears, and before the reverse load is applied by the overrun. A Hendon police driving instructor disapproved of this method, saying that a car coasting in neutral was not under

Each trying to obtain a good view past the next ahead, these four proceeded, in echelon, trying to overtake the truck and effectively blocking the road. Had they kept farther apart they would have had just as good a view from a position close to the kerb.

The Austin A.70 continued, astride the white line, returning to its lane whenever the way was obstructed. The Standard Vanguard, sensibly placed in the circumstances, eventually pulled out and passed the lot. (The photographer's car transgressed deliberately for the sake of the photograph.)

HOPEFULLY . . ." continued

proper control; it seems a reasonable practice, however, in the circumstances.

On pulling up at the lights or zebra crossings there should be no final jerk as the car comes to rest. The heaviest braking should be done initially, pressure gradually being eased from the pedal until, just as the car comes to rest, the pressure is removed. By this means the nose-down, sudden halt is avoided, and also the fore-and-aft pitching that follows. One's progress through traffic should not be by a series of jerks and lurches; they add to the temper-fraying nature of the conditions and do the car no good.

Much has been written about the warnings and information that can be deduced by constant observation. The more obvious indications, such as the nature of the road surface—tarmacadam, wood blocks, asphalt or concrete—broken or unbroken white lines, road signs and so on are all more or less self-evident. The less obvious signs, however, are often extremely useful; these are most numerous in towns and some are listed: the appearance of exhaust smoke or the movement of the front wheels of a car about to move off; passengers collecting on the rear platform of a bus, giving warning of an impending stop; pedestrians' feet seen beneath parked vehicles; glances to the rear by cyclists about to dive across one's path; shadows on the road at road junctions, cast by cars approaching from a side road; reflections in shop windows; casual or slow progress of pedestrians across a side road, possibly indicating that this road is clear of approaching traffic or, conversely, their interrupted progress; the emergence of a ball from a garden gate, indicating the appearance of a child in pursuit; the possibility of pedestrians, who are walking on the edge of the pavement, stepping off into the road, and warnings given by stop or reversing lights of movements by parked or slowly moving cars. These are only a few of the warnings; they are legion and their observation can save a great deal of trouble.

Use of Head Lamps

Night driving produces an entirely different set of problems, and although visibility is reduced, it is often much easier to obtain advance warning of approaching traffic. There seems to be a great divergence of opinion on the use of head lights when following another car. If the car in front has a properly adjusted driving mirror the presence of your undipped head lights can dazzle the driver almost as much as an approaching car. Dip them when following, until the opportunity occurs to overtake; then flick them up as you pass. It is, however, open to the other man to use a non-dazzling mirror—there are several good types—in a car not provided with a rear blind, and not to be dependent on your limiting your lighting.

Head lights, of course, should be properly adjusted; a bulb will not last indefinitely and a surprising increase in range often results from replacing an old bulb. Windows and windscreen should be as clean as possible; particles of water, dirt and dead flies on them increase the dazzle from oncoming head lights. If street lighting is poor, switch on as much of your car's lighting as is necessary. It is easier to tell an officious policeman why you are using your head lights than it is to explain to a magistrate why you failed to see the pedestrian you ran over.

Make use of head lights by flicking them on and off to give warning of approach to road junctions, especially during the hours in which the horn is not legally used in built-up areas (11.30 p.m. to 7.30 a.m.). This applies also to corners; by dipping your lights it is easier to tell if something is approaching round the corner. But there can be too much flicking of head lamp beams and they should never be used as a signal (unintelligible in any case) in daylight.

Many people seem to find it difficult to remember whether their lights are dipped or not; if a main beam warning light is not fitted it is worth while using the dip switch now and again to make sure.

If one witnesses an accident it should be regarded as a duty to give one's name and address to the driver or drivers concerned. There have been many occasions on which a driver has been saved from what appears to be a cut-and-dried case against him by the reliable evidence of an independent witness. An unfortunate state of affairs exists whereby the non-motoring public looks upon the "car-owning classes" as irresponsible potential killers. This trend of thought is too painfully obvious when one disturbs the lethargic progress of a pedestrian across a main road by a toot on the horn. The result, frequently, is fury; if the motorist is unfortunate enough to knock down a pedestrian, though through no fault of his own, the attitude of the crowd that collects is one of open hostility. The result of this attitude is that there will nearly always be somebody who will come forward and give evidence that he was travelling at 60 m.p.h. (in a built-up area) or that he was cornering on two wheels, or some similar flight of fancy. It is obvious that the unbiased word of a second motorist who has his own speedometer reading as evidence may go far towards ensuring justice.

In circumstances like this, safe, with due discretion, on a three-lane highway, it is often possible to obtain a view of the road ahead through the rear window of the car in front, and thus decide whether it is safe to follow through.

Driving can be enormous fun and is an end in itself—it should never be looked upon merely as a means of getting around. There is a tendency for motorists to occupy one or two classes—"drivers" or "road users"—the latter being those whose minds are occupied by anything but the job in hand. It is possible for "drivers" to degenerate at times into "road users" through preoccupation, tiredness or ill-health; those sufficiently open-minded to recognize that they are in the less efficient category should make a continuous effort to improve their skill. It is they who are responsible, directly or indirectly, for the majority of accidents.

Though it appeared perfectly safe to overtake both the Ford Consul and the police Wolseley (and would have been had the speed been greatly in excess of theirs), second thoughts suggested that it was wiser to allow the police car to overtake a bicycle before overtaking it.

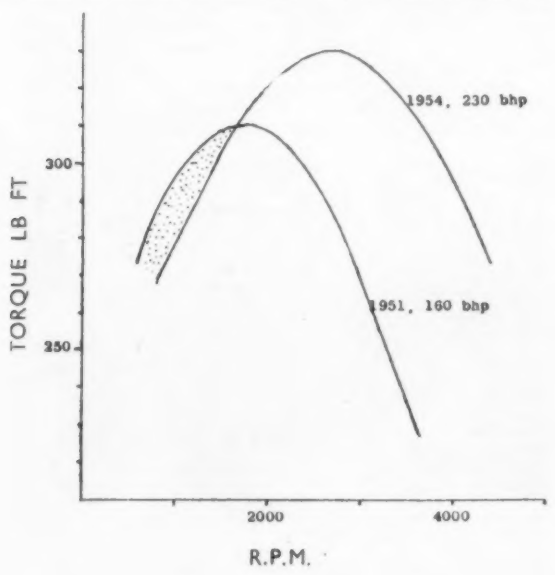
Mr. and Mrs. Piero Taruffi studying an Oldsmobile Rocket V-eight engine on the brake, in company with Mr. Donald Perkins of the experimental engineering department. The Italian racing driver was on his way home from the Mexican road race.

OPPOSING FORCES IN THE AMERICAN HORSE POWER BATTLE

By ROGER HUNTINGTON

THE PRICE

IT all started four years ago when the Chrysler Corporation engineering department decided to gamble against the age-old drawback of the hemispherical combustion chamber for a mass-production passenger car. They took a chance that an easy 180 horses and worlds of torque would mean more to the performance-conscious American motorist than a little higher first cost, rougher combustion, and more critical octane requirement. You know what happened. Cadillac figured that a top horse power rating was a bread-and-butter part of prestige leadership; they advertised 190 b.h.p. for their 1952 Golden Anniversary models . . . and that's how America's fantastic "horse power race" got started!



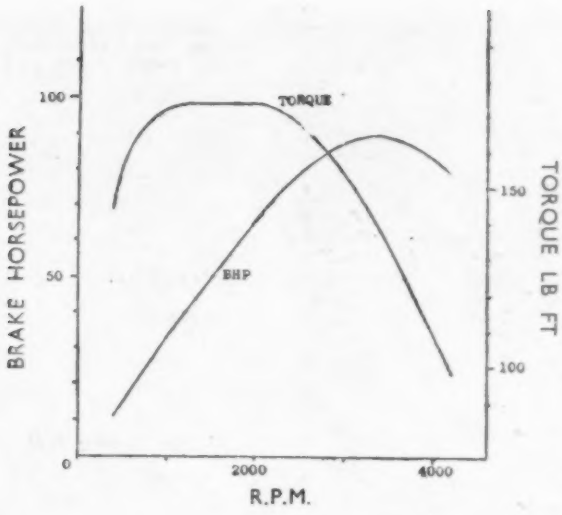
What the horse power race has done to the torque curve of the Cadillac engine. The shaded portion is the price of 230 b.h.p from a 5.4-litre engine

That's the front page story, anyway. But I want to talk about interesting behind-the-scenes aspects of the battle that never hit the headlines. Producing 40 b.h.p. per litre or more from basic engine designs that are supposed to run smoothly over the full speed range, with no valve gear noise, idle at 350 r.p.m., and respond instantly to the throttle—and to do this for 60,000 miles or so without having the cylinder head off—has fathered some very interesting engineering expedients and compromises.

For instance. . . .

Forty years of foot-operated friction clutches and manual transmissions have taught us to worship the "flat" torque curve. We want as much torque as possible but, just as important, we want near-maximum torque spread out over a wide r.p.m. band, so that minimum gear changing is necessary in normal driving. It was no trick at all to get this kind of torque performance when the sales divisions demanded only 25 b.h.p. per litre. "Cool" valve timings, low compression ratios, and choked-down inlet passages could be juggled to get an inexpensive production engine that would develop 100 b.h.p. at the top end, give an overall 19 m.p.g. (Imperial), and pull smoothly in top gear right down to about 700 r.p.m.

Those days are gone for ever. Competitive demands of the current horse power race are forcing designers to concentrate on top-end output at the expense of overall flexibility. The big influence in the project, of course, has been engine breathing. Four-choke carburettors, big valves, opened-up ports, "hot" valve timings and high lift cams are giving us racing engine performance from utility car engines today. But we all know that this spoils torque at low speed. These new engines would actually be sluggish if used with old gear changing techniques in conjunction with a foot clutch and three-speed box. For example, the peak of the torque curve on the Cadillac



These are official performance curves for an early post-war 90 b.h.p. Chevrolet engine. Output per litre was modest, but the design was brutally practical with a three-speed manual gear box.

o.h.v. V-eight has gone up from 1,800 r.p.m. in 1951 to 2,700 today. The old version would out-pull the new one at any speed below 42 m.p.h. in direct drive with the old three-speed transmission and regular 3.36 to 1 axle.

Now, of course, with automatic transmissions all but standard equipment on the bulk of American cars, it can be argued that a broad torque range is no longer important. ally, they had little choice if they wanted 230 b.h.p. from 5.4 litres displacement; but apparently they figure the situation in regard to low-speed pulling will work itself out.

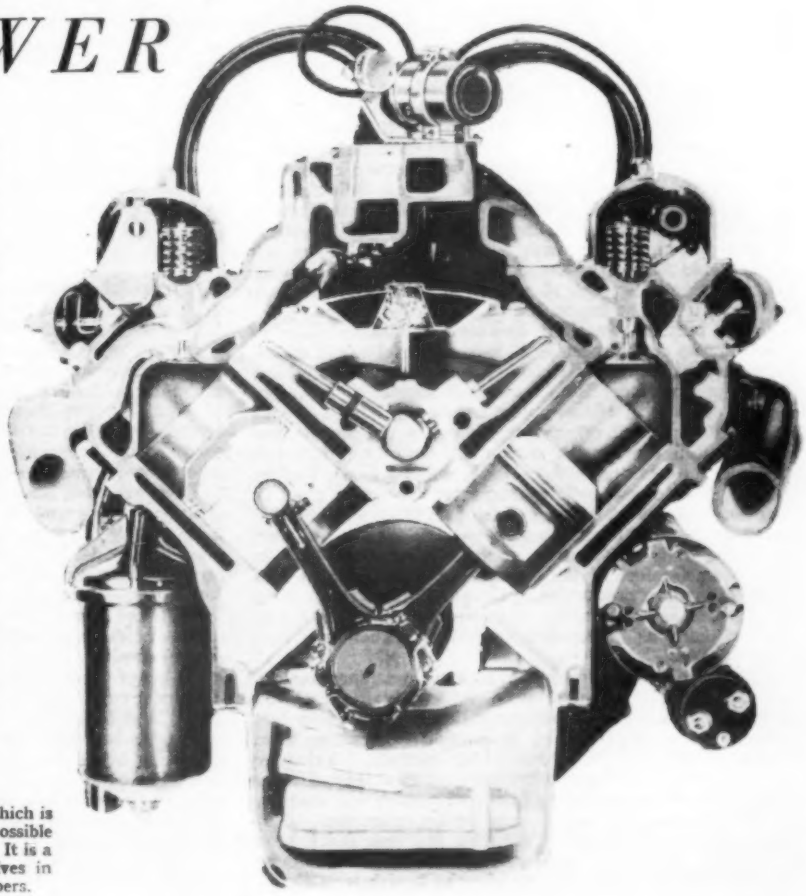
Oldsmobile, on the other hand, are much more cautious. Ever since the horse power race began their policy has been moderate on advertised ratings—staying ahead of De Soto, Mercury, Hudson, and Buick Special—and maintaining good torque down to 1,000 r.p.m. I know for a fact that the Oldsmobile engineers feel very strongly about this. By smart engineering they were able to maintain the peak of their torque curve at 1,800 r.p.m. while boosting the b.h.p. rating from 135 to 165. Then when the laboratory magic ran out on them and the 1954 market called for 185 b.h.p. they merely increased the bore by $\frac{1}{8}$in (just under 3mm), bringing the capacity up to 5.3 litres, thereby boosting peak torque appreciably while still maintaining the curve at low speeds. No substitute for litres, I guess! Also, a planned reduction of axle ratio on the Super 88 models from 3.23 to 3.08 to 1 was shelved. Result: A '54 Oldsmobile Super 88 will out-perform any American production car from a standing start up to 50 or 60 m.p.h. (The 0-60 m.p.h. time on a good one is in the neighbourhood of $11\frac{1}{2}$ seconds.)

In conclusion on this particular aspect, let me emphasize again that this horse power race we have been talking about has been possible *only* because of the switch to automatic transmissions and the decreasing importance of torque at very low speeds. If the U.S.A. motorist had to worry about

OF POWER

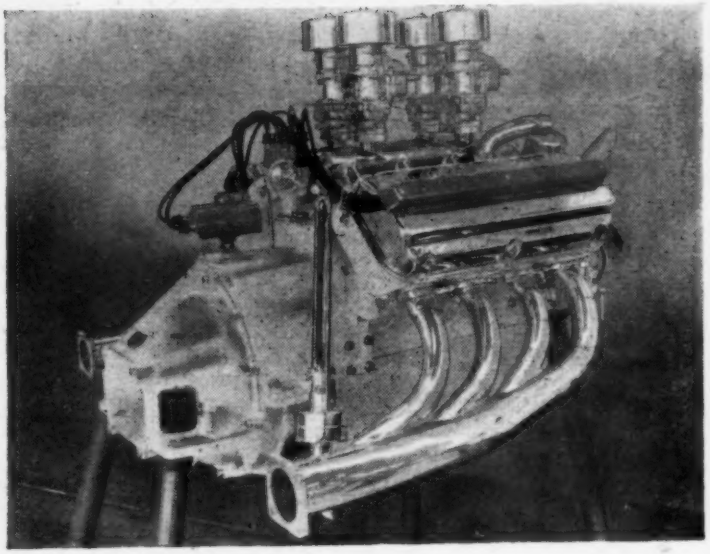
Hydraulic torque converters of the type used in this case will not let the engine "lug" below 1,200-1,700 r.p.m. (this is the full-throttle engine speed with transmission output shaft stalled), so a good idling speed is the designer's major worry below this range. Ten makes of cars use this set-up. But what of the seven makes that use the famous G.M. Hydra-Matic transmission, with fluid clutch and planetary gearing? This unit will permit at least some degree of "lugging" at very low engine speed, and is generally considered by engineers to be much more critical in terms of engine flexibility than a torque converter.

Here we find two interesting differences in engineering policy between manufacturers using the Hydra-Matic. Cadillac has ignored torque in the range below about 2,000 r.p.m.—and even punctuated the decision by going to a 3.08 to 1 rear axle ratio on current models. Actu-



The original Buick V-eight design, which is now being built as economically as possible under present economic conditions. It is a 200 b.h.p. engine with overhead valves in line in pent-roof combustion chambers.

The Price of Power . . . continued



This version of the Chrysler Firepower V-eight engine has been developed to the point at which it produces 310 b.h.p. at 5,200 r.p.m. Engineers have said in the past that 250 b.h.p. was the highest practicable output for road use.

pulling in the speed range from 600 to 1,500 r.p.m., as we did six or eight years ago, we'd still be at 25 or 30 b.h.p. per litre. The British and European motorist will put up with a lot more gear changing than will his American counterpart—in fact, he seems to thrive on it—and this is one reason why you can extract high specific outputs from utility passenger car engines.

American car sales executives have been stressing compression ratio figures quite a lot in the last two or three years. Packard advertises the highest ratio in the industry, 8.7 to 1, and all the manufacturers running 8 to 1 or more generally make some reference to the fact in the sales talk. All of this leaves the Chrysler Corporation in a funny position. Their hemispherical combustion chamber layout gives a beautiful valve and port arrangement, permits huge valve diameters, and generally has a far higher performance potential than that of the other o.h.v. V-eight engines with the more conventional wedge-shaped chamber and in-line valves. The other manufacturers will never be able to keep up with the Chrysler designs on b.h.p. per litre if the horse power race continues.

Hemispherical Limitations

On the other hand, it is well known that the open hemispherical chamber has a higher octane requirement and somewhat rougher combustion at a given compression ratio than the wedge chamber as used by G. M. (except Buick), Ford and Studebaker. The Chrysler engines are now getting along quite well at 7½ to 1 compression ratio on 85-90 octane (Research Method), but over 8 to 1, as some others are using, would be out of the question. As the industry is already looking ahead to 10 and 12 to 1 ratios in the next few years, it will be interesting to see what develops.

Under present American economic conditions there is absolutely no counterpart in all the industrial world of the problems and compromises facing the engineer who wishes to mass-produce a precision automobile engine. This means turning out 100 to 150 complete engines an hour . . . and woe betide the production genius who lets the overall cost run one thin dime more than the front office thinks it should! A perfect example of this is the new Buick V-eight engine. Would you believe that there are fewer than 11 man-hours of human labour in one of these jewels? Buick's brand new engine plant can turn out 150 engines an hour, employing only 1,600 men and 2,000 machines—all in 850,000 square feet of floor space. The whole plan is a model of modern production techniques. Some of the huge automatic transfer machines are as long as 140 feet and perform as many as 27 separate operations without the part being touched.

This sort of thing takes money as well as engineering. To amortize the tooling investment in, say, eight years—an average plan—it may be necessary that certain design features be more influenced by production convenience than functional efficiency. With Buick, for instance, I am quite certain that the decision to employ a vertical line of overhead valves on the inside of a pent roof combustion chamber was more a matter of cost than of design refinement. Certainly from any technical standpoint the new Buick head layout is a nightmare—small valves, tortuous exhaust porting, low turbulence and no very effective squish area. Knock and pre-ignition were so serious on the first 1953 models at 8½ to 1 compression ratio that substantial changes had to be made in the shape and compactness of the combustion chamber for 1954.

On the other hand, this particular layout of an o.h.v. V-eight is just about the most economical to produce that you could possibly dream up. Such factors as in-line machining of the valve seats and guide bores, small rocker arms—the same one used for both inlet and exhaust—have more of an influence on the year's profits than would ever be imagined. Anyway, when you combine this valve layout with the radical stroke-bore ratio of 0.80 to 1 you get an engine that weighs anywhere from 80 to 150 lb less than competitive o.h.v. V-eights of similar displacement . . . and remember, you buy iron by the pound! This is what I mean when I speak of engineering for production as well as performance.

Frankenstein Touch

It must be admitted that Detroit's little venture into the field of brute power has fathered some unruly children. Service and maintenance problems are at an all-time peak. The most serious bug right now stems from the increased rubbing forces between cam lobes and valve lifters, caused by higher valve lifts and acceleration rates in the last couple of years. They're chewing up these parts at a merry clip. In some cases it's the cam lobe; in others the lifter face goes first. Many dealers are replacing late cams or lifters at anywhere from a mere 100 to 7,500 miles.

There are other headaches. In some cases the combustion chambers are knocking badly with a light carbon load, necessitating retarding the spark 4-6 deg before the car has gone 2,000 miles. The high compression pressures are hard on sparking plugs; around 5,000-7,000 miles is average on a set. Sticking hydraulic valve lifters are a continuing problem. Some manufacturers are obliged to recommend more expensive detergent-additive oils to control this. All these factors combine to raise the cost to the owner of operating a 200 b.h.p. family car.

On the credit side it should be pointed out that the new o.h.v. V-eight engines are displaying unexpected longevity as regards bearing, ring, bore, and valve seat wear. Many are going better than 75,000 miles under relatively adverse operating conditions (cold starts, city driving and so on) without excessive increase in oil consumption or loss of performance. Informal road tests on a friend's 1952 Oldsmobile 88 showed a loss of only ½ m.p.h. in top speed and 0.7 second in 0-60 m.p.h. time in 32,000 miles—and he still gets 1,000 m.p.g. of oil.

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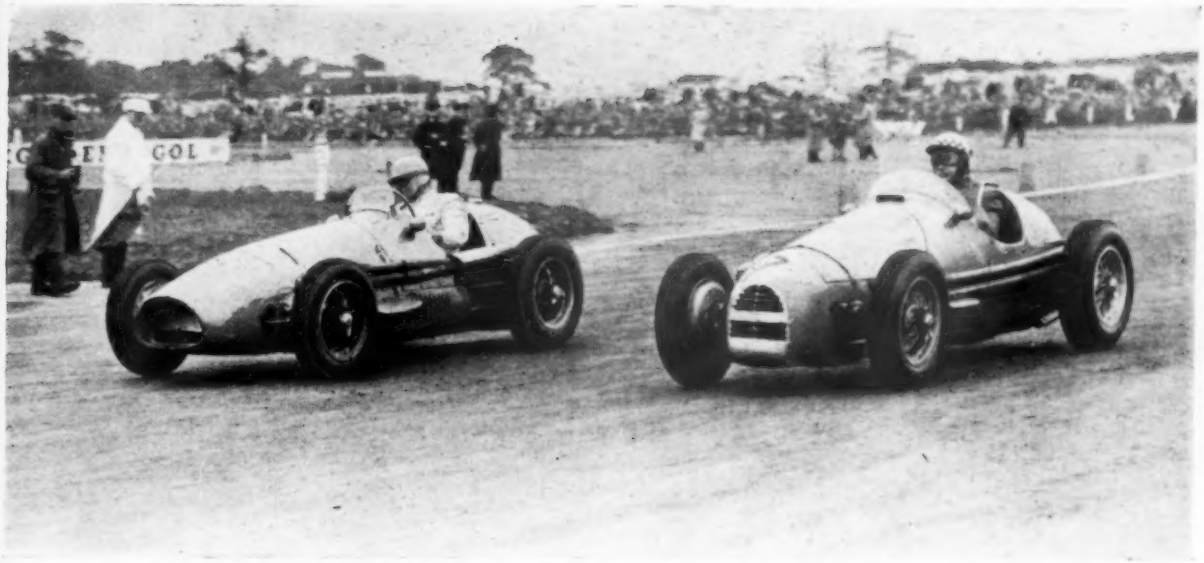


Behra's Gordini passes Parnell's Ferrari coming out of Club corner; both these cars were later forced to retire with mechanical trouble, but Behra had held fifth place for more than half distance.

REVENGE FOR FERRARI

Gonzalez Wins British Grand Prix : Excellent Racing Despite Bad Weather

IN one of the most brilliant and star-studded races ever held in Britain, the Ferrari team had its revenge over its Mercedes-Benz rivals at Silverstone on Saturday last, when Gonzalez won the seventh R.A.C. British Grand Prix at an average speed of 89.69 m.p.h. Britain's Hawthorn took second place, also for the Ferrari stable; but the sympathies of the crowd were all for Stirling Moss, who was forced to retire when his Maserati developed rear axle trouble when in second place with but a few laps to go. Third came Marimon in a Maserati, while Fangio finished fourth in one of the two Grand Prix Mercedes-Benz. First British driver in a British car to finish was Gerard (Cooper-Bristol) in tenth place.

Unfortunately the weather was cold and frequently wet; nevertheless a large crowd attended the meeting. Winners of the remaining races were A. C. B. Chapman (Lotus) and P. J. Collins (Aston Martin) in the sports car events (these two *marques* also carrying off the team prizes), and Stirling Moss (Cooper) in the formula 3 race—some consolation for his earlier disappointment. The meeting was sponsored by the *Daily Express* and organized by the B.R.D.C., and great credit is due to all concerned for its undoubted success.

AS a curtain-raiser to the faster cars the first sports car race, divided into two classes (eleven-hundreds and fifteen-hundreds) was to prove another feather in Colin Chapman's cap. His aerodynamic Lotus-M.G. took first place from team-mate Peter Gammon, with the young Mercedes driver, Hans Hermann, driving a Porsche which was sandwiched in between Gammon and Coombs in yet another Lotus. The international flavour was provided by the two Porsches, one in each class (with von Hanstein driving the smaller one in place of Polensky), the two Oscas piloted by Jack Reece and the American, Bob Said, and Redmond Gallagher's Gordini.

In practice Hermann, who had taken the Porsche over from Moss, put up fastest time with a lap speed of 76.9 m.p.h., the nearest to him being Gammon's Lotus at 76.3. Williamson's fast but noisy Riley Nine-engined Morris suffered the grandfather of blow-ups during Friday's practice, connecting rods trailing on the ground as the car was pulled off the track. After immense all-night labours to fit another engine, Fate struck again and there was a fire under the bonnet. But still the crew were not beaten. New wiring and fuel pipes were fitted and the car came to the line: a fine effort, but retirement came after a few laps.

At the start Gammon led with Fiander's Tojeiro and W. A. Scott-Brown's Lister-M.G. on his heels, the remaining Loti, Porsches, the M.G.s of Dargue and Jacobs and the rest streaming out behind; Williamson's Morris brought up the rear. By lap 3 the order was Gammon, Chapman and Coombs (in the two de Dion-axled Lotis) and Hermann, who had fought his way through into fourth place. J. H. Greenwood's Lester-M.G. spun at Copse and Watling-Greenwood in the R.W.G. managed to avoid a bump but spun off into the bank and had to retire. Threlfall's Turner was getting round well with a lot of tyre noise.

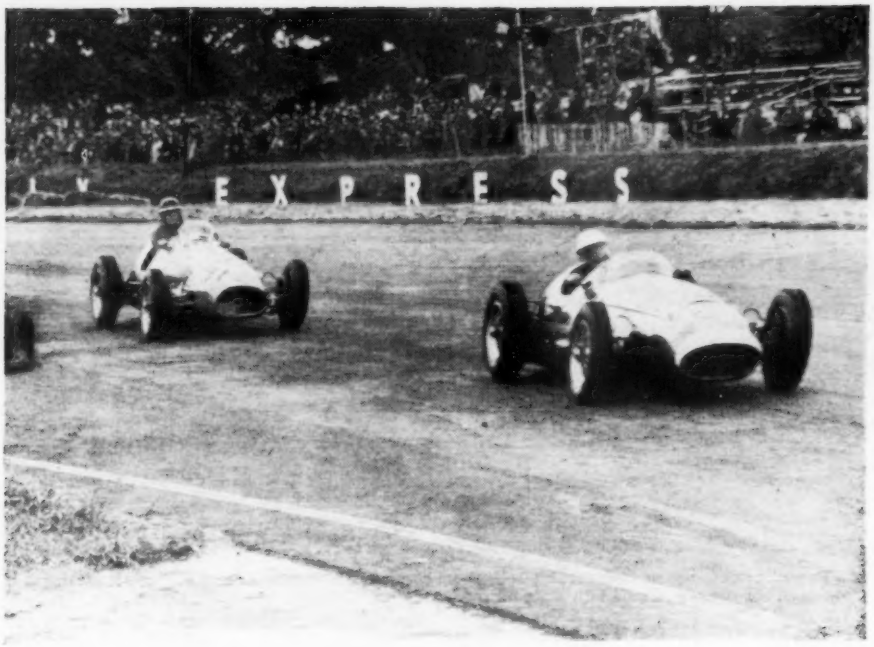
Loti Lead

Soon Chapman was in the lead, followed by Gammon, the two Lotis being extremely fast and steady. The leader was lapping the damp circuit in 2m 7sec. a creditable speed of 82.9 m.p.h. The Porsche drivers were trying hard on the, to them, unfamiliar track. J. M. Sparrowe went out on lap 6, his M.G. suffering from a lack of oil, and Gallagher drove the Gordini on and off the grass at Copse without diminishing speed.

By the ninth lap the leaders had overtaken half the entry and the Lotus cars were pulling away. There was a friendly battle going on between McAlpine in the Connaught and Riseley-Prichard in the Cooper-Connaught, with Said (Osca) and Anthony in another Lotus not far behind. The race speed was increasing, although Chapman was by now in a safe position; both Hermann and Gammon lapped at 84.30 m.p.h., the rear-engined Porsche taking the same line through the corners each time. But the green streamlined Lotus, running very quietly, still held its lead and Chapman finished well ahead of Gammon's car with von Hanstein in tenth place, having brought the smaller Porsche through the field to win the 1,100 class.

The Grand Prix was scheduled to start at noon, and shortly before the start anxious glances were cast at the sky, which was once again darkening. However, as the thirty cars lined up on the

REVENGE FOR FERRARI: continued



Britain's leading drivers, Moss and Hawthorn, fought a duel for many laps of the Grand Prix. Moss eventually won, only to have to retire later; here they are seen at Woodcote corner with Moss' Maserati in front of Hawthorn's Ferrari.

starting grid, all else was forgotten in the mounting tension. On the front row were the Mercedes-Benz of Fangio (who in practice had lapped in 1m 45s, 100.35 m.p.h., unofficially breaking the out-and-out circuit lap record set up by Farina in the 4½-litre Ferrari Thin Wall Special), the Ferraris of Gonzalez and Hawthorn (1m 46s each), and the green Maserati of Moss (1m 47s); one German car and three Italians, with two Argentine and two British drivers! Behind them came Behra (Gordini), Kling (Mercedes-Benz) and Salvadori (Maserati), and in the third row Trintignant (Ferrari), Wharton and Bira (Maseratis) and Collins (Vanwall Special—the first British car).

The three works-entered Maseratis of Ascari, Villoresi and Marimon, which had arrived too late to practise, were relegated to the back rows of the grid. Also engaged were the remaining works Gordinis of Pilette and Clemar Bucci (well known in South America, but making only his second European appearance), the Maseratis of Mieres and Schell, the Ferraris of Parnell, Rosier and Manzon, the Connaughts of Beauman, Riseley-Prichard, Whitehouse, Marr and Thorne, the Cooper-Alta of P. N. Whitehead and the Cooper-Bristols of Gerard, Gould and Nuckey.

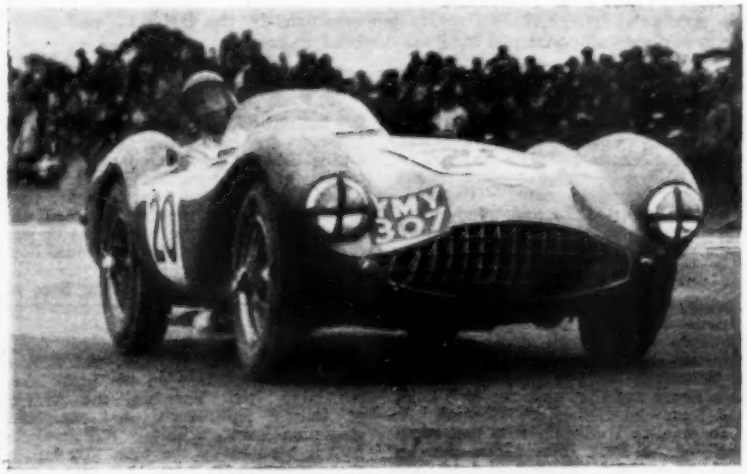
One by one the engines started as the minute-interval hooters blared, the Mercedes conspicuous for their rear-entering electric starters. They were both of the streamlined French G.P. type, the promised new version not being ready in time. Smoke rose in haze above the cars; the starter (Kenneth Evans) mounted the dais; the flag rose—and fell; and the race was on!

Gonzalez made a very good start, and beat Moss to Copse corner, with Hawthorn and Fangio on their heels. Hawthorn had hung momentarily on the line, baulking Salvadori, behind him; but off they all went in a howling mass, with Marimon's red Maserati fairly streaking through the field from the back. Fangio's silver Mercedes passed Moss' green Maserati approaching Maggotts curve; on they went to Stowe, and then came round Woodcote to the start again, Gonzalez — Hawthorn — Fangio — Moss —Behra, red Ferraris, silver Mercedes, green Maserati and blue Gordini. And they came round to the sight of the striped red and yellow "oil on course" flag, for a last-minute drama had been the substitution of a spare Maserati for Villoresi's car, which had burst an oil pipe on its way out to the grid.

Already, after one lap, Whitehead came into the pits, the Cooper-Alta with a broken oil connection. But at the head, the battle was on; Marimon, amazingly sixth after one lap, spun round like a Maserati-top at Abbey on lap three, but recovered himself and continued. Five laps, and Fangio was second, while Hawthorn's Ferrari had a dented tail. Twelve laps, and Moss was third in front of Hawthorn; five more, and he was fourth again —and now it began to rain.

It was not Ascari's day. Held back at the start by his rear rank, he brought his Maserati up to seventh place at nine laps —only to have to stop at the pits for attention to the steering. This dropped him to the tail of the field; painstakingly he worked back up to seventeenth after 22 laps, only to break an inlet valve, the engine catching fire just after the pits. Meanwhile the Vanwall, after going very well in ninth place, had just passed Kling's Mercedes to lie eighth when its cylinder head gasket blew, and Collins' race was over. So were those of Nuckey, Rosier and Whitehead—all inside three laps from the start.

The rain shower had not amounted to much, and things were settling down. Maseratis called in Villoresi at 26 laps, and Ascari took over his car; and now



Peter Collins drove a fine race to win the 3-litre sports car category for Aston Martin; similar cars also finished second and third.

Salvadori (in eighth place) had to stop for a fuel tank strap which had been trailing for a lap or two to be secured. Meanwhile Hawthorn and Moss were passing and repassing, to the delight of the crowd. With so much going on, the slower British 2-litre cars were almost unnoticed; but a good battle was in progress between Beauman and Riseley-Prichard (Connaughts) and Gerard's Cooper-Bristol; this lasted for many laps. Poor Ascari did it again, putting a connecting rod through the side of the engine of his secondhand Maserati and spreading yet more oil on the circuit—and now he really was out of the race for good, after 40 laps.

Fangio had dented the nose of the Mercedes, but at half distance (45 laps) was only 2 sec behind Gonzalez' leading Ferrari. Below the B.B.C. box, the Argentine radio commentator worked himself into a frenzy describing the prowess of his compatriots; and then it came on to rain again, this time in increasing earnest.

POSITIONS AT HALF DISTANCE (45 laps)

1, Ferrari (Gonzalez), 1h 24m 30s, 94.08 m.p.h.; 2, Mercedes-Benz (Fangio), 3 sec behind leader; 3, Maserati (Moss), 25s; 4, Ferrari (Hawthorn), 35s; 5, Gordini (Behra), 63s; 6, Maserati (Marimon), 67s.

Immediately the track got really wet, Fangio's Mercedes slowed noticeably—it had never been so happy on corners as its rivals. Slowly Moss, who had got the better of Hawthorn, gained on the silver German car, while everyone watched entranced; and at 55 laps he came round in second place, and a terrific howl of glee went up from the entire crowd, worthy of a football match and unusual at a British motor race! This overshadowed the fact that Behra, after an excellent and gallant run, had been forced to retire with the Gordini on the previous lap, the rear suspension having broken.

Two laps later and Hawthorn, too, was in front of Fangio, who had now dented the right front side of the car as well as the left. Moreover, it no longer sounded so crisp, and there seemed to be trouble with the gear change. Farther back in the field, Trintignant (Ferrari) led Wharton (Maserati) and Kling (Mercedes), all three running steadily; poor Salvadori had gone out, however, the Maserati gear box seizing at Copse corner. Bira suffering from 'flu and feeling far from well, had come in and handed his Maserati over to Flockhart; a few laps later the car somersaulted several times at Copse, Flockhart, however, being thrown out and virtually unhurt.

The rain became steadily worse; but it seemed that nothing could stop Gonzalez from winning, nor Moss from gaining his well-earned second place. But fate struck again at poor Moss, as so often in recent seasons; he had driven impeccably, never overstressing the car, but, with only ten of the 90 laps left to cover, the transmission broke in the rear axle—and he could only coast slowly in and retire. A very cruel piece of luck, for this was the third apparently certain second place which he has lost this year, in rather similar circumstances.

All was over bar the shouting; Gonzalez and Hawthorn came home happily, if damply, in the works Ferraris, first and second; then came Marimon after a good drive, and then Fangio's Mercedes —three Argentine drivers in the first four! There were fifteen finishers, exactly 50 per cent; Gerard put up a very good and unobtrusive drive to finish tenth in his Cooper-Bristol, first of the British cars. But for most of the spectators, the lights had gone out with the retirement of Moss.

After the big race came the second sports car event with its one Continental car in the shape of Sidney Greene's Maserati, this time being driven by M. Sparken. Seen for the first time in a race was the TR2-based Doretti, and amongst the heavy metal in the over 3,000 c.c. class were two H.W.M.s, a bevy of Jaguars and the 4½-litre Lagonda driven by Reg Parnell. With unusual dry weather for practice, Tony Rolt, in an *Ecurie Ecosse* Jaguar, had produced fastest time at

Complete victory in the 1½-litre sports car race went to Lotus-M.G. Here is Colin Chapman's winning car on the straight stretch before Stowe corner.

Only some of the older British cars had to stop for refuelling; here David Murray, on right, watches the operation carried out on the *Ecurie Ecosse* Connaught driven by L. Thorne.

REVENGE FOR FERRARI . . . . . continued

Splash . . . and Reg Bicknell, second man home in the formula 3 race, brings the Revis round Woodcote corner.

91.63 m.p.h., being slightly faster than Salvadori in the DB3S Aston Martin.

There was a formidable line-up for the Le Mans start and with a roar of exhausts that could be heard almost in Buckingham the cars sorted themselves out (with some aid from the drivers) and it was Collins (Aston Martin), Rolt (Jaguar), Sanderson (Jaguar) and Peter Walker (Jaguar) in the front at the first corner; then a whole stream of multi-coloured cars, after them as hard as they could go. First time round the Lagonda was second behind Collins' Aston, with Salvadori pushing hard in sixth place amongst the Scottish Jaguars. Alan Brown, crouched over the wheel of his Cooper-Bristol, was close to Nuckey in the Warrior, while Alex McMillan, whose white Cooper-Bristol had got left at the start, was almost falling out of his seat in his efforts to catch up.

It was not very long before someone was to run out of road, and on the third lap Copse corner took on the appearance of a dodgem track as Sparken with the Maserati, Salvadori, and Shale (Austin-Healey), got mixed up when the last-named spun; the Aston Martin continued at once, but both the Maserati and the Austin-Healey were delayed and went on their way looking the worse for wear.

Peter Collins was driving in a masterly fashion, with the Aston Martin exhaust sounding extremely healthy and the car as steady as the proverbial rock. The Lagonda was not far behind. But on the sixth lap it did not sound very happy and Parnell was obviously losing ground. Alan Brown was getting his Cooper-Bristol up amongst the Jaguars and Cliff Davis was trying hard with the much-travelled Tojeiro. J. Deeley got a cheer from the crowd as he kept his Austin-Healey out of a watery grave at Copse and then Shale appeared once again, this time too fast to get round. He ended up against the bank, all wheels locked and mud and water flying in all directions.

Meantime, the three Frazer-Nashes driven by Scott Russell, Peter Reece and C. A. S. Brooks were circulating fast and steadily, the Sebring model handled by Brooks being on its first outing.

Parnell's big car was, by now, sounding very sick, and he was changing down coming out of the corners. At half-distance Salvadori's Aston Martin replaced it in second place with the enthusiastic Texan, Carroll Shelby, in the white and blue DB3S, not far behind. Then at Woodcote, George Abecassis found himself and the H.W.M. suddenly going backwards very fast into the ditch and so helped the entry to thin out. Reece (Frazer-Nash), disappeared, as had the Clairmonte with a blown gasket. D. Truman in the blue Doretti was lapping steadily but was not fast enough to keep up with Nuckey and Scott-Brown, whose efforts to keep the leaders in sight with the Warrior and Lister-Bristol were well worth watching.

Reward

The Aston Martins were most impressive; Salvadori tried to catch Collins and put in a lap at a little short of 90 m.p.h., and at the end it was a well-earned David Brown benefit, with the Lister in fifth place just in front of Titterington's Jaguar.

The formula 3 race was the last race of the day, and the weather was really bad; it rained almost throughout the race, and the track was very wet, with many pools. Favourite for the race was undoubtedly Moss, driving Beart's very fast Cooper-Norton; in practice he had lapped in 1m 59s (88.55 m.p.h.), some three seconds faster than the current class lap record. The race was fifty miles in length, and there were 28 starters.

Right from the start Moss streaked away into the lead, finishing his first lap and disappearing towards Copse before the next man had rounded Woodcote. This was Bicknell's Revis; then came Parker's Kieft and Mike Keen in Alan Brown's Cooper, followed by George Wicken's streamlined Cooper and Bueb's normal works-entered version. Moss increased his lead at an even more remarkable rate; after four laps he was leading by 32 seconds, or a quarter of a lap! Behind him, Keen displaced Bicknell for three laps, but then fell back; Parker got up to third place for three laps, only to have a distinct moment on the wet track and be passed by Bueb, who then set about chasing the leaders—or, at least, the second man.

After ten laps Moss' lead was almost exactly a minute; now Gerard's Cooper was coming into the picture, having passed Parker, while Wicken's "streamliner," which had held fifth place in the early stages, was being threatened by Russell's Cooper.

The field was decreasing by degrees; Harris' Flather Steel Special had gone out at Becketts, Nicholson (Mezzolitre) had trouble with the fuel feed, and L. Lewis-Evans (Cooper) had become involved at Stowe with Caddey's Emeryson. The Cooper continued at diminished speed; the Emeryson did not.

This time nothing happened to mar Moss' drive, and he came home a very easy winner; his fastest lap time (on three consecutive laps) was six seconds faster than that set up by Parker and Keen, his nearest rivals. Bueb just failed to catch Bicknell for second place and was followed home by Keen and Russell. And that was that; naturally, the rain now stopped, and at least permitted the prize-giving ceremony to be carried out without too much discomfort.

RESULTS (lap distance 2.93 miles)

British Grand Prix (90 laps, 263.7 miles)

1, Ferrari 2,490 (F. Gonzalez), 2h 56m 14s, 89.69 m.p.h.
2, Ferrari 2,490 (J. M. Hawthorn), 2h 57m 24s, 89.10 m.p.h.
3, Maserati 2,493 (O. Marimon), 88.31 m.p.h., 1 lap behind.
4, Mercedes-Benz 2,496 (J. M. Fangio), 88.06 m.p.h., 1 lap behind.
5, Ferrari 2,490 (M. Trintignant), 3 laps behind; 6, Maserati 2,493 (R. Mieres), 3; 7, Mercedes-Benz 2,496 (K. Kling), 3; 8, Maserati 2,493 (K. Wharton), 4; 9, Gordini 2,490 (A. Pilette), 4; 10, Cooper-Bristol 1,971 (F. R. Gerard), 5; 11, Connaught 1,960 (D. Beauman), 6; 12, Maserati 2,493 (H. Schell), 7; 13, Connaught 1,960 (L. Marr), 8; 14, Connaught 1,960 (L. Thorne), 12; 15, Cooper-Bristol 1,971 (H. Gould), 46.
Fastest lap (tie): Fangio, Moss, Gonzalez, Hawthorn, Behra and Marimon, 1m 50s, 95.79 m.p.h. (equal to existing formula 1 record).
Retirements: Maserati 2,493 (S. Moss), 80 laps, rear axle; Connaught 1,960 (W. J. Whitehouse), 64, engine; Gordini 2,490 (J. Behra), 54, rear suspension; Maserati 2,493 (R. Salvadori), 53, gear box; Maserati 2,493 (B. Bira and R. Flockhart), 44, crash; Maserati 2,493 (L. Villoresi and A. Ascari), 40, connecting rod; Connaught 1,960 (J. Riseley-Prichard), 40, steering; Ferrari 2,490 (R. Parnell), 25, cylinder block; Maserati 2,493 (A. Ascari), 21, valve; Gordini 2,490 (C. Bucci), 18, crash; Vanwall Spl 2,257 (P. Collins), 17, gasket; Ferrari 2,490 (R. Manzon), 16, engine; Cooper-Alta 2,460 (P. N. Whitehead), 3, engine; Ferrari 2,490 (L. Rosier), 3, engine; Cooper-Bristol 1,971 (R. Nuckey), 2, engine.

500 c.c. race (17 laps, 49.8 miles)

1, Cooper (S. Moss), 39m 35s, 75.49 m.p.h.
2, Revis (R. G. Bicknell), 40m 29s, 73.75 m.p.h.
3, Cooper (I. L. Bueb), 40m 29s, 73.73 m.p.h.
4, Cooper (M. Keen), 40m 54s; 5, Cooper (F. R. Gerard), 40m 55s; 6, Cooper (J. Russell), 41m 19s; 7, Kieft (D. Parker), 41m 22s; 8, Cooper (G. Wicken), 41m 56s; 9, Cooper (R. K. Tyrrell), 1 lap behind; 10, Staride (D. Taylor), 1; 11, Smith (K. W. Smith), 1; 12, Cooper (A. V. Cowley), 1; 13, Cooper (S. Lewis-Evans), 1; 14, Staride (E. Fenning), 1; 15, Grose (W. L. Grose), 1; 16, Cooper (C. H. Symonds), 2; 17, Kieft (I. Burgess), 2.
Fastest lap: Moss, 2m 14s, 78.64 m.p.h.

Sports Car Race 1 (17 laps, 49.8 miles)

1,101 to 1,500 c.c.: 1, Lotus 1,467 (A. C. B. Chapman), 36m 32s, 81.72 m.p.h.; 2, Lotus 1,467 (P. D. Gammon), 36m 48s; 3, Porsche 1,498 (H. Hermann), 36m 56s.
Up to 1,100 c.c.: 1, Porsche 1,089 (H. von Hanstein), 16 laps in 37m 10s, 75.60 m.p.h.; 2, Osca 1,092 (J. G. Reece), 37m 16s; 3, Kieft 1,098 (D. Parker), 15 laps completed.
Fastest lap (tie): Gammon and Hermann, 2m 5s, 84.30 m.p.h.
Team prize: Lotus (Chapman, Gammon and M. Anthony).

Sports Car Race 2 (25 laps, 73.3 miles)

Over 3,000 c.c.: 1, Lagonda 4,485 (R. Parnell), 52m 53s, 83.55 m.p.h.; 2, Jaguar 3,442 (J. D. Titterington), 52m 56s; 3, Jaguar 3,442 (N. Sanderson), 52m 54s.
2,001 to 3,000 c.c.: 1, Aston Martin 2,988 (P. Collins), 50m 51s, 86.34 m.p.h.; 2, Aston Martin 2,988 (R. Salvadori), 50m 53s; 3, Aston Martin 2,988 (C. Shelby), 52m 27s.
Up to 2,000 c.c.: 1, Lister-Bristol 1,971 (W. A. Scott-Brown), 52m 35s, 83.50 m.p.h.; 2, Cooper-Bristol 1,971 (A. Brown), 52m 41s; 3, Warrior 1,971 (R. Nuckey), 53m 1s.
Fastest lap: Salvadori, 1m 58s, 89.30 m.p.h.
Team prize: Aston Martin (Collins, Salvadori and Shelby).

More pictures on pages 122-123.

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The Autocar ROAD TESTS

No. 1538:
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FOR very many years the name Morris Oxford has been a family word in motoring. The post-war version of the model, introduced towards the end of 1948, quickly gained the reputation of being an ideal car for the family man. It was in the popular 1½-litre class, had a satisfactory performance together with a good fuel consumption, and catered for the owner who required a car with more power than the small family model with an engine of up to, say, 1-litre capacity, but who at the same time did not want to incur the cost of a large family saloon of the over 2-litre type. After a successful run of nearly six years, during which time only minor changes were made, the car has been completely redesigned to bring it in line with the presentday trend as regards body style, and also to pass on to the user, in terms of value for money and simplified service, the benefits of amalgamation following the formation of the British Motor Corporation.

Although it is a completely new model, the car is still an Oxford; that is, it is in the 1½-litre class and is very much designed to cater for the family man, yet, compared with its immediate predecessor, it shows a marked advance in design and general layout. The weight of the vehicle is almost exactly the same, the present car turning the scales at 21¼ cwt, but the power output has been increased from 41½ b.h.p. at 4,000 r.p.m. from the previous side-valve engine to 50 b.h.p. at 4,200 r.p.m. from the new overhead-valve unit, giving the car a very much better power-to-weight ratio. Perhaps even more important, there has been a considerable increase in passenger space and enclosed luggage accommodation.

Briefly, then, the new Oxford can seat up to six persons, has available an increase in top speed of nearly six miles an hour, and gives a very much more lively performance as regards acceleration; for example, 0-50 m.p.h. through the gears now takes 18.2 sec, as a mean figure, compared with 27.4 sec, while the figure for 30-50 m.p.h. on top gear is 12.8 compared with 19.3 sec. Although the performance has been increased, the fuel consumption has not suffered; on one run of over 80 miles under favourable conditions a con-

Side lamps are built into the ends of the radiator grille just above the front bumpers, and the starting handle hole in the centre of the bumper is enclosed by a small hinged "M" motif. A duct in the top of the bonnet feeds air to the heating system, and, like the luggage locker lid, the bonnet has external hinges.

The floor and the lower portion of the seats are trimmed with carpet, and there is a rubber heel mat on the driver's side. The steering column is enclosed in an oval section casing which also encloses the gear change rod. The instruments are grouped in the centre of the facia, and the grille which can be seen in front of the steering column houses the radio loudspeaker, if this equipment is fitted. Leather pulls are fitted on both front doors, and the switch for the interior light is on the central pillar behind the right-hand side front door.

ROAD TEST . . . . continued

sumption of 35 m.p.g. was recorded, with the car putting approximately 30 miles into the hour.

With its maximum well into the seventies, the Oxford can cruise comfortably at around 60-65 m.p.h. without giving the feeling that it is being pushed very close to its limit. The new 1¼-litre unit is very smooth and built to stand a lot of hard work. It is also very flexible bearing in mind its size and the size of the vehicle in which it is installed.

Gear Changing

The transmission is conventional with a dry single-plate clutch and four-speed and reverse gear box. The clutch is smooth in operation, light to operate, and well able to withstand fast gear changing without slip. The gear change mechanism is quite satisfactory for normal and leisurely gear changing, though there seemed to be a certain amount of spring in the mechanism. The steering column lever is quite long, extending several inches out from the steering wheel rim, and, although it is light to operate, there is a relatively long travel from gear to gear. An unusual "click" is noticed when the gear lever is operated, this sounding like someone operating a domestic electric light switch. Synchromesh is provided on top, third and second gears; it is completely effective on third and top, although the mechanism on second gear could be beaten if a fast change were made.

The car is supported by torsion bars at the front and half-elliptic leaf springs at the rear. These give a comfortable ride to all the occupants over normal types of road surface, but a certain amount of pitching is noticed over very rough, "colonial" sections. The roadholding and fast cornering ability on an entirely even keel are of an exceptionally high order, a factor which makes the car particularly safe in the hands of, alike, the fast driver and one who drives in a more leisurely way. It has very good directional stability and a satisfactory degree of understeer, a characteristic which, owing to the layout of the car, will not vary considerably with change in loading, an important point on a car with a large carrying capacity. A rack and pinion steering mechanism is used and this gives accurate control, yet at the same time it does not transmit road shocks back to the driver's hands, but gives a nice sense of feel with a complete absence of backlash. With three turns from lock to lock, manœuvring in confined spaces at low speeds does not require any undue physical effort.

Braking Merits

The hydraulically operated brakes are very effective and did not noticeably deteriorate over the test mileage. No fade was experienced under normal conditions, although some fade was experienced during performance testing, when it is necessary to apply the brakes more frequently and with greater severity than they would be operated under normal driving conditions in this country.

A lever type of hand brake is conveniently placed at the right-hand side of the front seat, and is mechanically coupled to the rear brakes; it can be used effectively to stop the car, not only to hold it stationary, although on the model tested there was then some tendency for the left-hand rear wheel to lock first.

At normal cruising speeds the Oxford is quite quiet, there is comparatively little wind noise even when the front quarter lights are opened, and the body interior does not boom. There is a certain amount of engine noise and the indirect gears can be heard. The body is also free from vibrations, although at speeds of 50 m.p.h. and over, some vibration of the rear view mirror was noticed; also at around this speed there was some road excited body noise when traversing road surfaces with an open type of top dressing.

From a desire on the manufacturers' part to make available the maximum possible passenger space, this car's driving position is perhaps something of a compromise between what the designer would wish and what he is able to achieve; for example, the general forward arrangement of the controls means that the back part of the front wheel arches reduces the toeboard width so that the pedals are placed quite a long way in from the side of the body, and to facilitate three-abreast front seating the steering column

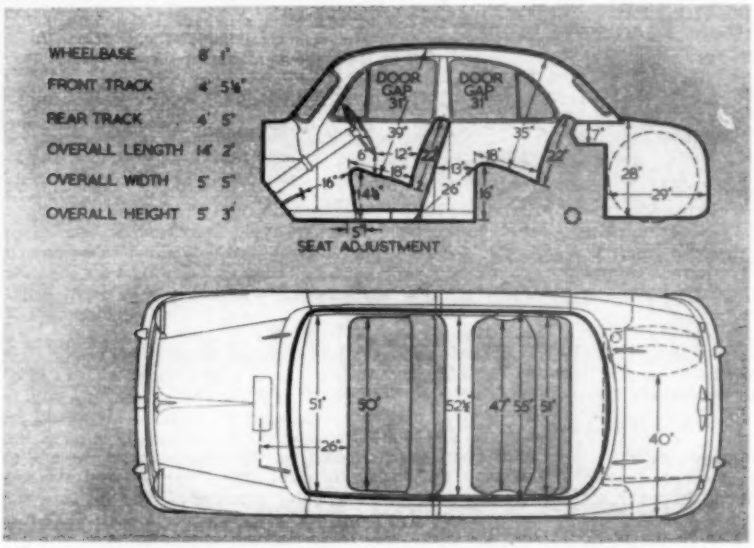
The ends of the rear seat back rest are swept forward to clear the wheel arches and increase seating comfort. Combined arm rests and door pulls are fitted to the rear doors, and an ash tray is built into the back of the front seat.

has been offset so that it slopes out from the longitudinal centre line of the car, when viewed from above, with the result that the rim of the steering wheel is closer to the driver on the left-hand side than it is on the right. Consequently, there is more leg room underneath the column to operate the clutch than there is to control the brake and throttle pedals, and although this feature may not be noticed when the car is driven only for short periods, or by a driver of small or medium size, not having very long legs, it could cause great discomfort to some drivers on a long-distance journey.

The front seat is adjustable for leg length by means of a central bolt-type adjuster. From the driving seat there is good all-round vision. Both front wings could be seen by one of the drivers concerned with this test, though the left one was not visible to two others unless they leaned forward; the windscreen pillars do not obstruct the driver's view unduly. The driving mirror is unusually wide; it is placed well towards the top of the screen to prevent its obstructing forward vision, yet it provides the driver with a satisfactory rearward view. It is tinted to reduce glare from following traffic at night. The windscreen wipers are pivoted well towards the outside edges of the bottom of the screen; consequently they clear two areas at the sides and leave an inverted pyramid shaped unwiped portion in the centre of the screen. They are powerful and completely clear the glass quite quickly.

All the instruments are housed in two circular dials mounted centrally on the facia. The left-hand one contains the ammeter, oil pressure gauge, fuel gauge and a water temperature gauge, the right-hand unit housing the speedometer with trip and total mileage recorders, a clock, ignition warning light, and a high beam indicator. The instrument lighting is good and a rheostat control is provided, also the

MORRIS OXFORD SALOON



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds. Speed Range, Gear Ratios and Time in sec.

M.P.H.	4.875 to 1	7.27 to 1	11.71 to 1	19.23 to 1
10—30 ..	11.1	7.5	6.1	—
20—40 ..	11.6	8.4	—	—
30—50 ..	12.8	11.0	—	—
40—60 ..	16.0	—	—	—

From rest through gears to:

M.P.H.	Sec.
30	6.4
50	18.2
60	29.0

Standing quarter mile, 24.2 sec.

SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top (mean)	72.5	116.99
(best)	76	122.33
3rd	50—58	80—93
2nd	30—36	48—58
1st	16—20	26—32

TRACTIVE RESISTANCE: 27.5 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	181	1 in 12.4
Third	276	1 in 8.0
Second	355	1 in 6.2

BRAKES:

Efficiency	Pedal Pressure (lb)
90 per cent	100
72 per cent	75
53 per cent	50

FUEL CONSUMPTION:
26 m.p.g. overall for 417 miles (10.9 litres per 100 km.)
Approximate normal range 25-35 m.p.g. (11.3-8.1 litres per 100 km).
Fuel, First grade.

WEATHER: Fine, dry surface; slight wind.
Air temperature 59 deg F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of May 21, 1954.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80	84.5
True speed:	11	19.5	28.5	38	47	56	64.5	72	76

DATA

PRICE (basic), with saloon body, **£525.** British purchase tax, £219 17s 6d. Total (in Great Britain), £744 17s 6d.

ENGINE: Capacity: 1,489 c.c. (90.88 cu in).
Number of cylinders: 4.
Bore and stroke: 73.025 × 89 mm (2.875 × 3.5in).
Valve gear: Overhead; push rods and rockers.
Compression ratio: 7.43 to 1.
B.H.P.: 50 at 4,200 r.p.m. (B.H.P. per ton laden 40.3).
Torque: 78lb ft at 2,400 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 15.25.

WEIGHT (with 5 gals fuel), 21¼ cwt (2,408lb).
Weight distribution (per cent): F, 56.7; R, 43.3.
Laden as tested: 24¾ cwt (2,778 lb).
Lb per c.c. (laden): 1.87.

BRAKES: Type: F, Two-leading shoe; R, Leading and trailing.
Method of operation: F, Hydraulic; R, Hydraulic.
Drum dimensions: F, 9in diameter; 1.5in wide. R, 9in diameter; 1.5in wide.
Lining area: F, 52.5 sq in. R, 52.5 sq. in. (84.6 sq in per ton laden).

TYRES: 5.50-15in.
Pressures (lb per sq in): F, 24; R, 26.

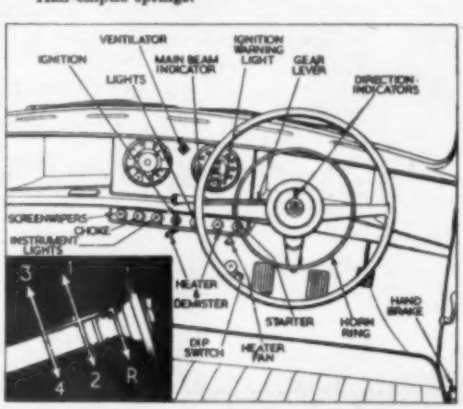
TANK CAPACITY: 12 Imperial gallons.
Oil sump, 7 pints.
Cooling system, 14 pints.

TURNING CIRCLE: 35ft 6in (L and R).
Steering wheel turns (lock to lock): 3.

DIMENSIONS: Wheelbase: 8ft 1in.
Track: F, 4ft 5⅛in; R, 4ft 5in.
Length (overall): 14ft 2in.
Height: 5ft 3in.
Width: 5ft 5in.
Ground clearance: 6½in.
Frontal area: 22.6 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 51 ampère-hour battery.
Head lights: Double dip; 42-36-watt bulbs.

SUSPENSION: Front, Independent; upper wishbones, links and torsion bars. Rear, Half-elliptic springs.



instruments do not cause reflections in the windscreen at night, but it would be better if they were grouped in front of the driver instead of towards the centre of the car, as, depending upon the seating position adopted, the speedometer can be masked to some extent by the steering wheel and gear lever.

The minor controls and switches are grouped in a row below the instruments; they are neatly arranged but it is necessary to stretch quite a long way forward to operate the windscreen wiper switch, in particular, which is on the extreme left of the group, and almost every driver is likely to find that it is necessary to reach forward to operate these controls, including the lighting switch. The knobs for resetting the trip mileage and the clock are on the side of the driver's glove locker and fairly close to the bulkhead, and in this position it is very difficult to operate them when the car is in motion.

Front and rear doors are hinged on their leading edges; they can be opened wide, and catches are provided to keep them firmly in the fully open position. It is quite easy to get in and out of both front and rear compartments, and there is satisfactory head and leg room. In both compartments 18in seat cushions are provided; they are nicely sprung and give good support. There are two useful sized cubby holes, one on each side of the instrument panel, and there is also a roomy tray behind the rear seats. An ash

The petrol tank is mounted behind the rear seat, and its filler cap is on the right-hand side of the body. The electric petrol pump is placed in the right-hand side of the locker, and is protected to some extent by the position of the spare wheel. Tools are clipped to the left side of the luggage locker floor.

ROAD TEST . . . . . continued

tray is provided in the back of the front seat for the rear passengers, and two trays are fitted on the facia, although the one on the driver's side is quite a long way away from the driver's hand and in front of the steering column. Above the waistline the car is trimmed with a light-coloured woven plastic material which gives it a clean and bright interior; this material is also used to cover the twin sun vizors. The interior can be illuminated by a single light mounted in the roof, and this is controlled by a switch on the right-hand side pillar. It is positioned so that it can be operated by the driver as soon as he has unlocked the door, and without getting into the car.

A heater unit is fitted as standard equipment and this is supplied with fresh air from a forward-facing duct in the top of the bonnet. Five ducts in the bottom of the screen frame direct air up over the glass for demisting and de-icing, and the heater controls enable the temperature to be varied by means of a push-pull knob on the facia, while the distribution of air between the screen and the area around the toe board is controlled by a flap valve. The switch for the electric heater fan is underneath the facia. Pivoting quarter lights in the front doors provide draught-free ventilation when they are opened slightly, and they can also be moved right round to act as scoops to draw additional air into the car in very hot weather. In very heavy rain slight water leaks were noticed from both of the bottom hinge points of these panels.

The position of the fuel tank and spare wheel results in a very large luggage locker which is of a useful shape. The floor is covered with carpet and the rear of the fuel tank is also trimmed to prevent damage to luggage. It would be better if the tools, mounted on the left-hand side of the locker floor, were covered, as they might cause damage to luggage. The locker lid is hinged at the top and a gutter is provided to prevent water running off the lid into the compartment if it is opened when the car is wet. The fuel tank has a capacity of 12 gallons, which provides the car with a very useful range. No lock is used on the filler cap, and although the neck of the tank is quite short, there is some tendency for fuel to blow back if the tank is replenished very quickly.

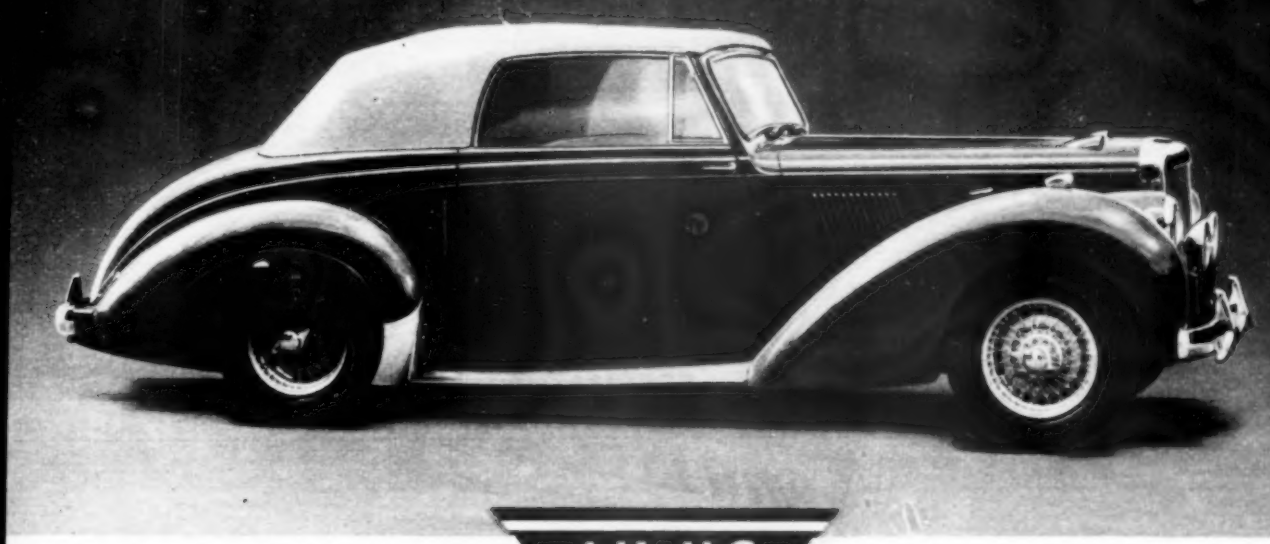
The double dip head lights have a satisfactory beam and spread of light; they are controlled by a foot-operated dip switch, and a small red warning light built into the speedometer indicates when the main beam is switched on. A green light illuminates the ignition key when the side lights are switched on, making the keyhole easy to find at night.

Mechanical components are very accessible for routine maintenance; for example, the battery level can be examined visually without the aid of mirrors. A two-point jacking system is provided, with the sockets placed below the body towards the rear of the front door. A starting handle is provided. Six points on the front suspension require greasing at intervals of 500 miles.

There is little doubt that the new Morris Oxford will continue to meet the needs of the motorist requiring a medium-sized family car. Compared with the previous model, the new car has a marked improvement in performance, it has a very satisfactory fuel consumption, and a surprising amount of passenger space. Added to these qualities, it also holds the road nicely and handles very well.

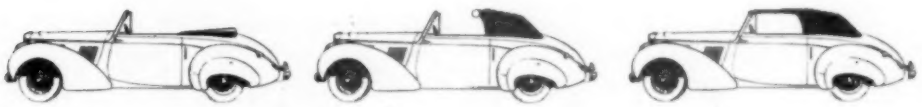
The layout of the engine compartment makes the power unit and its auxiliaries very accessible. The battery is placed on the right front wing valance in a convenient position for topping up, and the voltage control regulator unit and fuses are behind the engine, in front of the heater air intake. If a radio is fitted, the power unit is attached to the left-hand wing valance as on this example.

PERFECTION



ALVIS

THE Alvis T.C. 21/100 Drophead Coupé is a masterly example of British car-making at its individual best—built by the practice and skill of craftsmen working as a team; built for the man who asks not only for stylish individuality but for the power of performance and the challenge of speed under perfect control. Here then is yet another great-hearted car to be proudly owned and driven mile after mile, year after year. As the "Motor" says of the T.C. 21/100, "This is the way to go motoring! The new Alvis T.C. 21/100 offers delightful motoring with a maximum speed of 100 miles per hour, 85 miles per hour in third, and a petrol consumption of 22 miles per gallon at a constant 60 miles per hour. In traffic, it will amble quietly in top, or will leap away in its indirect gears in a manner which at first almost disconcerts by the ease with which it does it. Like all really good enthusiasts' cars, the T.C. 21/100 flatters the man who handles it."



The three-position Melloroid hood and Smiths air conditioning unit makes for motoring comfort from January to December. Let it shine, and the hood can be neatly folded away as an open tourer. Let it pour, and you drive in all the warmth and deep-sprung comfort of a saloon.

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NEW CARS DESCRIBED

Borgward's new model has two wide doors with tip-up front seats. The rear quarter lights open as shown; the front ventilating panels wind down into the doors.

SPECIFICATION

Engine.—4 cyl, 75 × 84.5 mm (1,493 c.c.). Maximum b.h.p. 60 at 4,700 r.p.m. Overhead valves.

Transmission.—Dry single-plate clutch. Four-speed, all-synchromesh gear box. Hypoid bevel rear axle.

Suspension.—Front, independent by coil springs and wishbones; rear, independent with swinging half axles and coil springs. Hydraulic spring dampers, and rubber mounted anti-roll bar.

Electrical Equipment.—Bosch 6-volt.

Main Dimensions.—Overall length 14ft 4in; width 5ft 6in; height 4ft 9in. Weight 2,332lb.

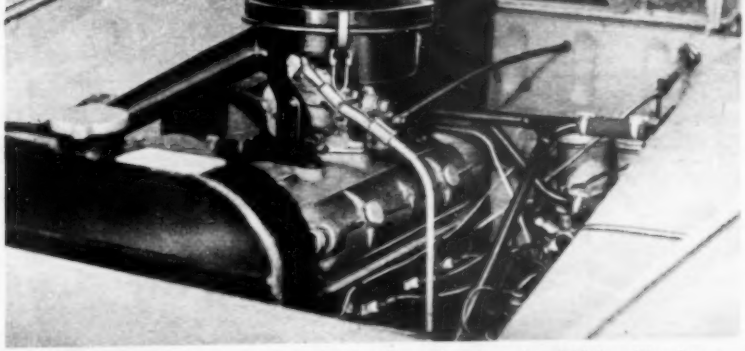
1½-LITRE BORGWARD

INTEGRALLY BUILT SALOON WITH NEW ENGINE AND HYDRAULICALLY OPERATED CLUTCH

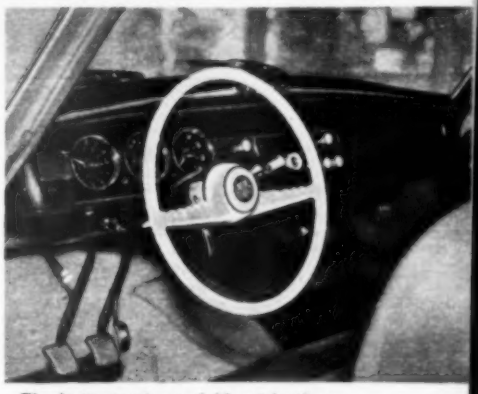
A NEW Borgward model is already in production by the Carl F. W. Borgward Gmbh of Bremen. It is of unit construction and the stiff floor forms the main stress-absorbing structure. The suspension is independent all round—at the front by coil springs and double wishbones, with hydraulic dampers working within the coils. A swing axle layout is used at the rear, again with coil springs and hydraulic dampers.

The new four-cylinder engine has a bore and stroke of 75 by 84.5 mm, giving a volume of 1,493 c.c. The valves are overhead and the maximum output reaches 60 b.h.p. at 4,700 r.p.m. The drive is taken through an hydraulically operated dry single-plate clutch and a four-speed gear box with synchromesh on all speeds. The gear box ratios are 4.18 to 1 first, 2.32 to 1 second, and 1.47 to 1 third. Tpp is direct and reverse 4.4 to 1. The rear axle has a hypoid drive. Brakes are hydraulic, with two-leading shoes at the front, and the hand brake has a mechanical linkage operating on the rear wheels.

Styling is modern and the identity of the car is readily apparent from the Borgward diamond of the frontal grille. The body is a four-light design with two wide doors; rear windows are hinged at the front for slight opening and the triangular front ventilating panels are unusual in that they wind down into the doors. The spare wheel is in a special compartment under the ample luggage locker. Facia layout and instruments are straightforward; the gear lever is on the steering column, and the pedals, as is usual with hydraulic clutch operation, are pendant. Top speed is claimed to be in the region of 80 m.p.h.



The new four-cylinder 1,500 c.c. engine has its carburettor placed high, with a large air cleaner. The reservoir for the hydraulic clutch operation can be seen behind the water branch pipes.

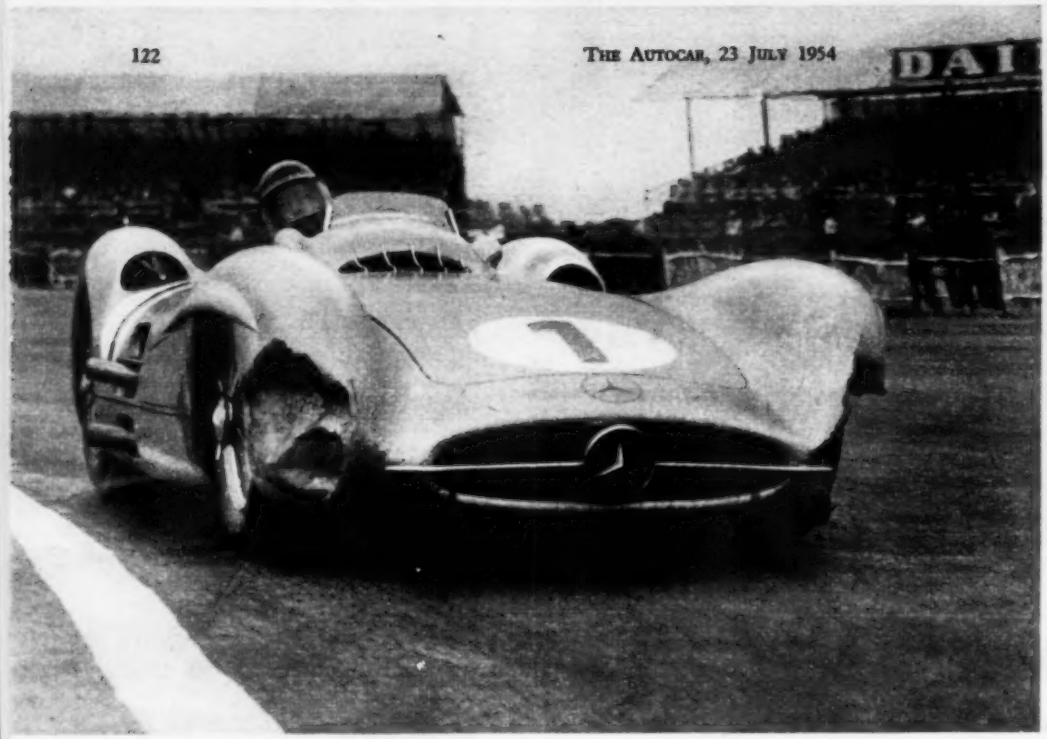


The instruments are laid out in three dials visible through the twin-spoked wheel. The spokes are serrated for grip. Note the pendant pedals. Switches are grouped on the right.

Pedestrians Admonished

UNUSUAL strictures were passed on pedestrians recently by Mr. Molson, Parliamentary Secretary to the Ministry of Transport, in a debate on pedestrian crossings. Mr. Molson said that, wherever possible, the Ministry preferred that pedestrian crossing places should be controlled either by a policeman on duty or by lights. That was the only way in which the pedestrian could be given a high degree of safety in crossing the road. He said "a high degree" advisedly, because he was sorry to say that even at controlled crossings some pedestrians were so rash or so obstinate that they disregarded the controls and attempted to cross when they should not. In doing so they were not at present guilty of any offence at law. It would not, however, be possible to have controlled crossings everywhere. The Ministry were, therefore, driven to rely upon what were called uncontrolled crossings.

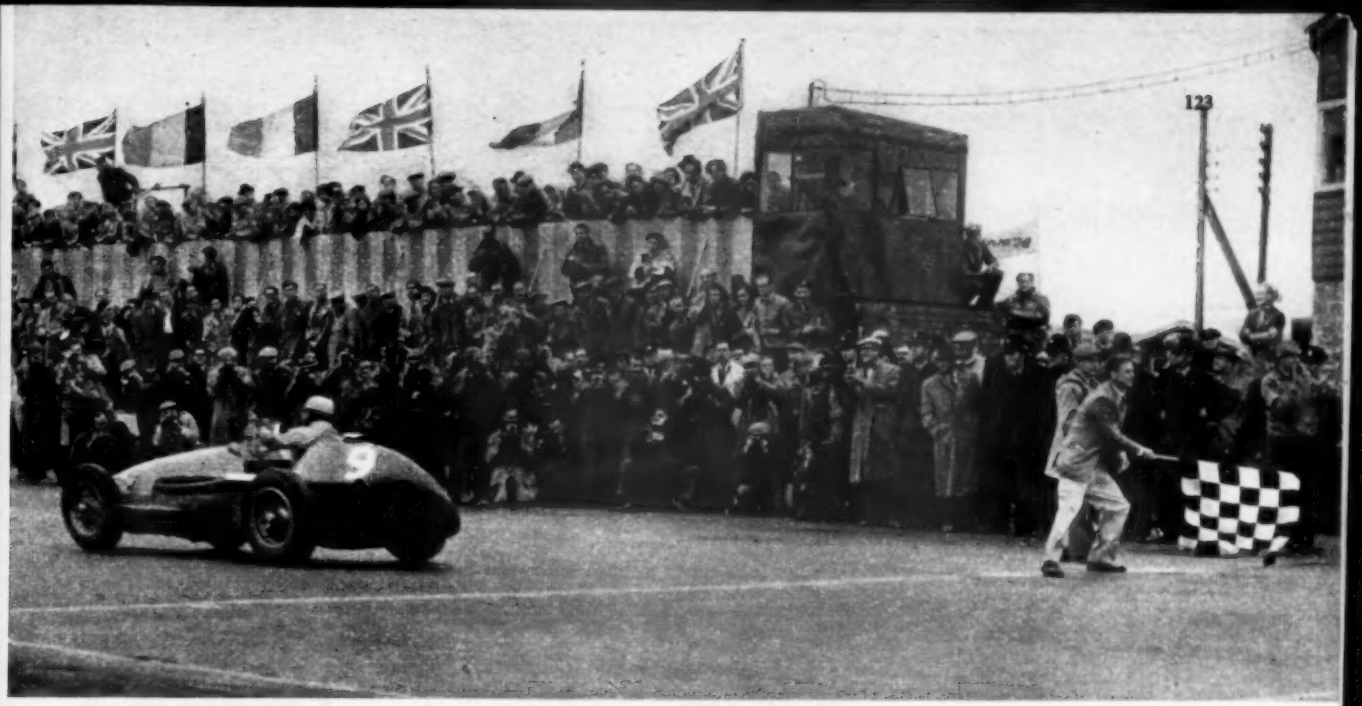
A pedestrian on these had priority. The reason why an uncontrolled crossing was not and could not be as safe as a controlled crossing was that the pedestian must exercise some commonsense and judgment in choosing the time to step on to the carriageway. If any vehicle, especially a heavy lorry, was already close to a zebra it was quite impossible for the driver to pull up in time to avoid an accident if a pedestrian was foolish enough to step out at the very last moment.



Juan Fangio, who had made fastest lap in practice and had won with ease in the French G.P. at Rheims, chased the Ferrari for only a limited time in the new Mercedes. But the circuit was against the car, the driving visibility defeated Fangio's efforts to skim the marker barrels, with the results seen in this picture, and the onset of engine and transmission trouble caused the car to drop steadily back to fourth place.

Dramatic Day: FOCAL

Alberto Ascari, the reigning champion, had a bad day on loan from Lancia to Maserati. From a back marking position (Maseratis were too late for practice) he was working up through the field when his car broke an inlet valve on the grandstand straight. He then took over Villoresi's car and is shown here (extreme right) after that car had shed a connecting rod and left a trail of oil round the centre of Woodcote Corner. "Gianni" Lancia, who released Ascari for the race, is seen, hands in pockets, smiling across at his compatriot.

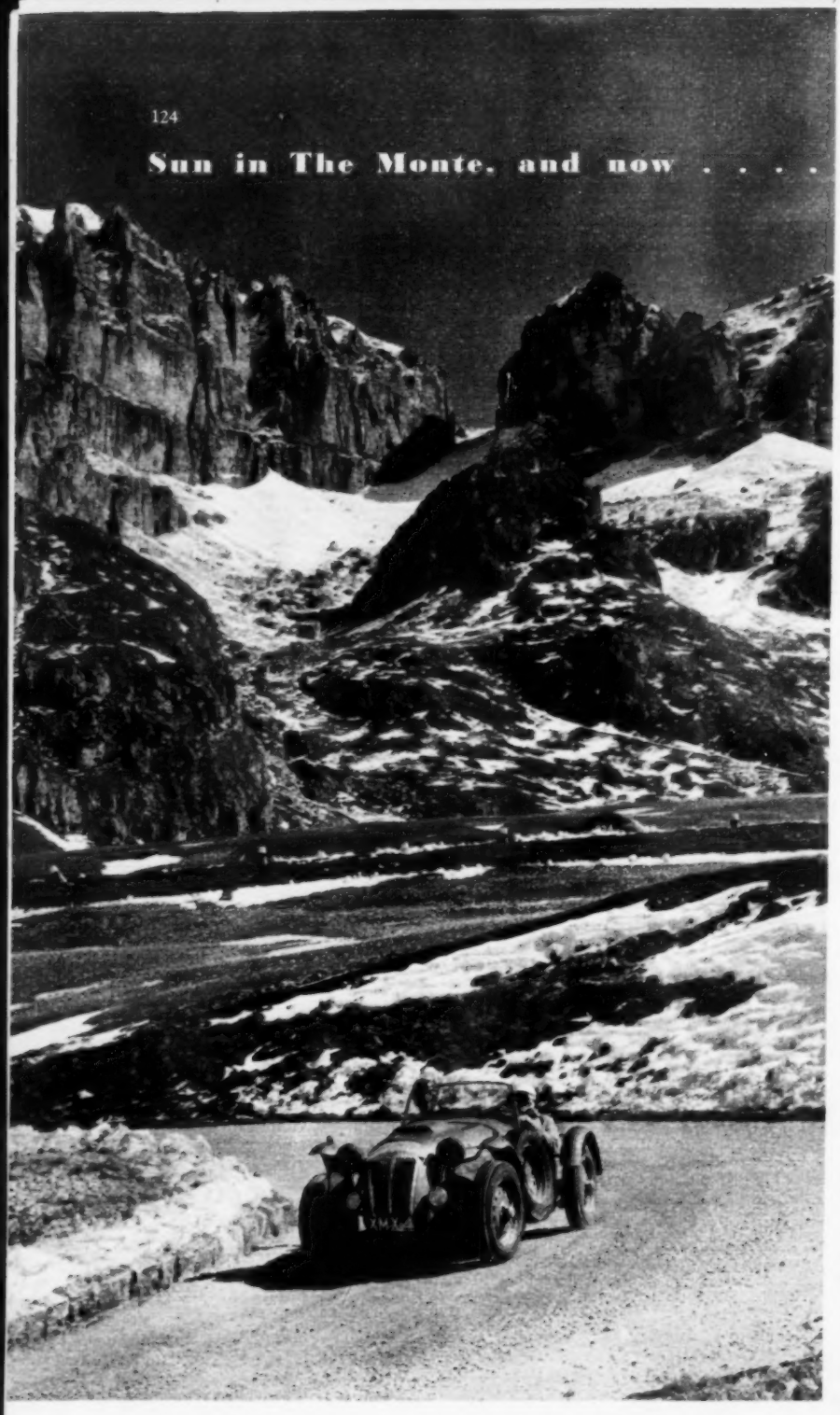


Froilan Gonzalez, driving one of the older type Ferraris with the 1954 engine, went out in front at the start of the Grand Prix and, showing superb control of the car in the tricky conditions, was never headed. Here he is after crossing the finishing line at the end of a splendid drive.

POINTS IN THE BRITISH GRAND PRIX MEETING AT SILVERSTONE

FULL REPORT on PAGES 113 – 116

Hawthorn (below) and Moss fought a polished duel for third place behind Gonzalez and Fangio, Hawthorn in the works Ferrari, Moss in his new Maserati. Eventually Hawthorn was forced to give up the fight, while Moss went on into second place with the slowing down of Fangio's Mercedes. Then, within ten laps of the finish, the Maserati, which had been running beautifully, matching the driver's performance, lost its transmission and Moss coasted in to another bitter disappointment.



SNOW

FREAK CONDITIONS CAUSE

O'Hara Moore and Gott, winners of a *Coupe des Alpes* and the 2-litre class, come storming up the timed climb of the Pordoi pass during the Circuit of the Dolomites in their Frazer-Nash.

THE adverse weather which spread across so much of Western Europe during the last two weeks had its effect on this year's Alpine Rally, the 17th *Critérium International des Alpes*. On every stage except the circuit of the Dolomites, snow, floods or landslides forced some route changes upon the organizers—much worse conditions than in this year's Monte Carlo Rally in January. The Gavia pass, feared by all, could not be included at all, whereas the original route had used it twice; the Stelvio was used twice but not the scheduled third time; the Grossglockner was unusable also, and (on the return route) the Izoard had to be cut out of the itinerary. In the circumstances, the organizers did a good job of sudden alteration and improvization. Only in one case—that of a hastily planned control in Innsbruck—were difficulty and argument experienced, and this control was subsequently cut out of the marking.

Certainly the event was tough this year. In all, there were only eleven clean sheets, entitling their holders to the coveted *Coupes des Alpes*, at the end of the rally; and of these four went to British cars. The only Gold Cup (for a clean sheet in three successive years) to be awarded was earned by Stirling Moss in a Sunbeam Alpine, while the Ladies' Prize was gained by Miss Sheila Van Damm in a similar car. Britain also won three class victories out of seven (Frazer-Nash, Aston Martin and Jaguar), while the team prize was carried off by the Triumph TR2s driven by Gatsonides, Kat and Richardson. First place in the series production touring car general classification (counting towards the European Touring Championship) went to the German D.K.W. driven by Meier.

THERE were 79 starters from Marseilles on Thursday, July 8, on the first stage of the rally—a long one, day and night, finishing at St. Moritz in Switzerland on the next day, Friday. The early part of the run was fairly uneventful, though windy and dusty. Casualties soon started, however; Grant Norton hit a guard stone on the Izoard pass with a hub cap, and damaged the rear axle of his Frazer-Nash beyond immediate repair. One of the fast French 2.3-litre Salmsons missed a right-hand turn in Allos village and ran off the road, and the Jaguar coupé entered by the French driver Borgeaud was in trouble on the Col du Var and retired—three out.

The Gavia Pass could not be used; but a pass called the Vivione, between Schilpario and Berzo, was included for the first time and wrought some havoc. There was some snow on it; and in any case it was a short, tight section of very rough road with grass in the centre and little or no protection against a drop over the edge. Here Stempert lost a wheel of his Dyna Panhard, the car finishing up literally balanced on the edge; the crew carefully abandoned ship and left a red handkerchief on a stick to warn the remainder! Mary Walker, too, had to abandon her Triumph TR2 here after hitting a rock.

The Umbrail pass, leading up the side of the Stelvio, proved snowbound and very tricky. T. H. Wisdom's Aston Martin stuck, and in trying to pass it Mrs. Nancy Mitchell hit its rear hub cap with the front one of her Austin-Healey. Although the latter car did not appear to have suffered much damage, it transpired that a ball race in the steering box had broken—and the car was out. Wisdom,

IN THE ALPINE!

ROUTE CHANGES IN STIFF EVENT

A great occasion: Moss receives his Gold Cup (for competing in three successive Alpine Rallies without incurring a penalty mark) from Baron d'Huart, president of the *Association Sportive* of the Automobile Club de Marseille et Provence. On the right is Moss' co-driver, John Cutts, and in the background John Gott.

too, had gone (having lost part of one rear hub cap, apart from other damage), while Dr. Barker's A.C. Ace hit a rock hidden by snow—and stayed where it lay. Miss Hazel Dunham had already retired with the second Ace, having a split fuel tank, while the coils broke their bracket and fell on the battery, just to enliven matters.

At St. Moritz, then, there were only 32 clean sheets left out of the 79 starters. Among the unexpected retirements were those of de Regibus' works Renault, and Falkenhausen's Frazer-Nash, the latter with steering trouble. But all six works-entered Sunbeam Alpines were still clean, as were two of the three Daimlers (Corbishley and Bolton) and the Triumph TR2s of Dutch drivers Gatsonides and Kat. And anything could happen yet!

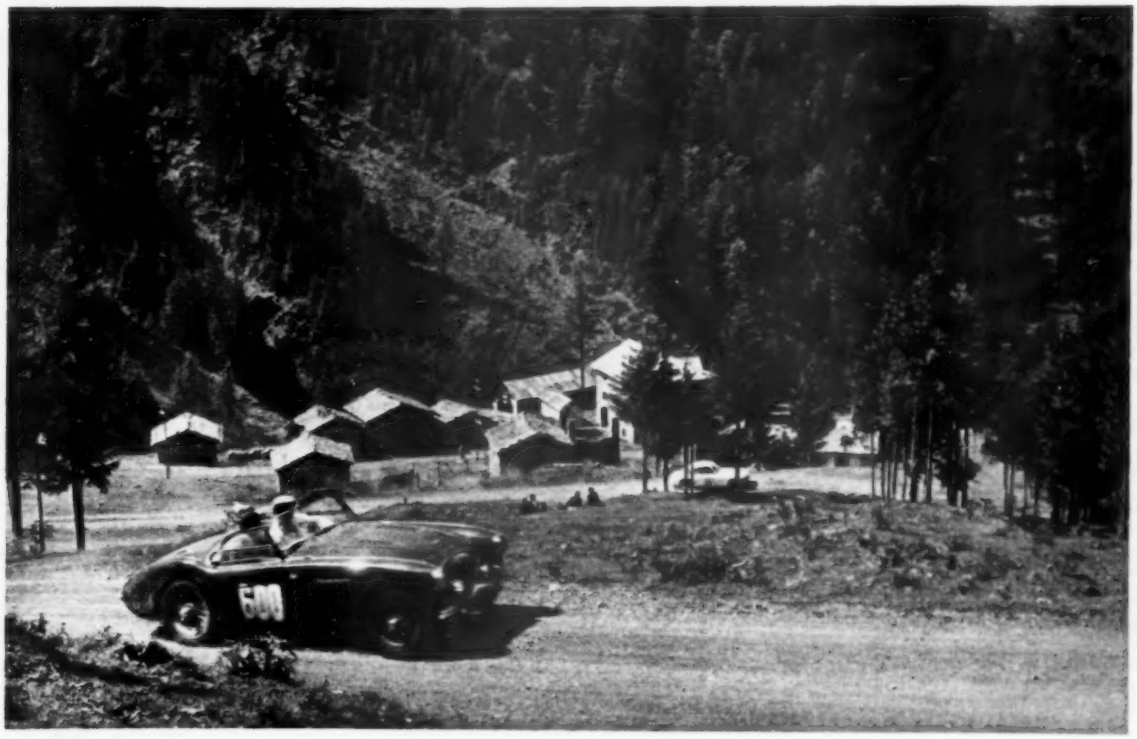
Second Stage

On Saturday morning the survivors left St. Moritz to go over the Bernina and then *down* the Stelvio, en route for Austria and Germany; but then it was discovered that the Stelvio had been blocked by snow during the night. So they were hastily re-routed and given an hour and a half neutralization (in effect, starting them off again); and thus they entered Austria, skirting a flooded area between Garmisch-partenkirchen and Murnau, and came to Munich.

Here there was a flying kilometre and a half speed test on the Munich-Salzburg *autobahn*; and just as the first competitors were due to start, it rained and rained—stair rods, in fact. This did not make matters any easier, and many cars were slower than had confidently been expected of them. Of all the Sunbeam Alpines, for instance, only that of Moss achieved its 87 m.p.h., and that only by one-fifth of a second. Heartbreaking was the luck of George Murray Frame, who failed to achieve the required time by only one-fifth of a second; this earned him a penalty mark and spoiled his chance of a *Coupe des Alpes*—and the gold replica for the third *Coupe* in succession. But the little Oenzel (an Austrian car in limited production by its designer-driver, using a 1,286 c.c. Porsche engine, Volkswagen parts elsewhere, and a very light chassis and body structure) rocketed along at nearly 95 m.p.h., little slower than D. G. Scott's f.t.d. run in his ex-Appleyard Jaguar XK120. In each of these special tests, failure to achieve the required time in each class meant penalty marks, and success gave bonus marks, at the rate of one mark per fifth of a second. So Denzel had now amassed a lot of bonus.

After Munich it continued to rain steadily; and as the road over the Grossglockner pass was flooded out at Heiligenblut the route was altered yet again to go into Austria via the Achen pass, thence to Innsbruck and into Italy over the Brenner, to Dobbiaco and to Cortina d'Ampezzo as planned. It was a wet and

The lower slopes of the Vivione pass, with the Austin-Healey of Flower and McMillen climbing in the sunlight two hairpins ahead of the Salmson of Blanchard and Metz.



Two of the Daimlers, headed by Cyril Corbishley's, are seen here in wet conditions at the control at Vipiteno, towards the end of the second stage of the rally. The time clock is (theoretically) sheltered from the inclement weather by a large umbrella.

weary band of competitors who finally arrived at Cortina; few marks had been lost on the day's road sections, but a good many penalty marks had been incurred at Munich and there were now but 21 clean sheets.

Early on Sunday morning they set off again, this time on the celebrated 188-mile circuit of the Dolomites. For this the roads are closed, as the race known as the *Coppa d'Oro Dolomiti* is run immediately afterwards over the same course. The weather, for a change, was good; the first part of the route includes a timed climb of the Pordoi pass, which counts as another special test. Once over this, competitors have still to complete the lap within their scheduled class time to keep a clean sheet. Denzel again scored heavily, his climb in 43m 35.8s again ranking as second f.t.d. to the 43m 9.8s set up by Scott's Jaguar; for this alone Denzel acquired 1,724 bonus marks!

Trouble struck here once more at some competitors; among the British contingent, Peter Harper's Sunbeam Alpine lost a front wheel, Corbishley's Daimler refused to go any farther without oil in the gear box, and T. C. Harrison went straight on at a corner with his Ford Zephyr, spoiling the steering. But the most remarkable accident befell Mercier in a Porsche; he crashed just round a blind corner, not too seriously but enough to put him out. He was standing by the car when the Simca of Vimont and Dr. Angelvin came round; and he jumped the wrong way. He was scooped up on the Simca's bonnet, putting his elbow through its windscreen; then the Simca hit the wall, and Mercier slid off the bonnet, over the wall—and down into the ravine! He was not found for some time, but was not badly hurt, his fall having been broken by pine trees. Incidentally, the Porsche was hit by several cars before it could be dragged clear, including the Triumph TR2 of the Americans Blodgett and Ayres; they were forced to retire with damaged steering.

So many cars had minor accidents during the day that there seemed to be comparatively few unscathed. Among them was the Jaguar Mark VII saloon of Boardman and Stan Asbury; it had lost time here and there, but to get it round undamaged was in itself quite a feat.

When all the dust had settled and the day's results could be assessed, it was seen that there were now but 20 clean sheets; of these competitors Moss was alone in being in the running for a gold cup. The twenty survivors were:

Competitors unpenalized at end of Third Stage
Up to 750 c.c.: Renault (Redelé and Pons), class leader; also Renault (Galtier and Michy), Renault (Johansson and Paulsen), Renault (Lesur and Foulioc).
751 to 1,000: D.K.W. (Meier), class leader; also Panhard (Parucci and Martin), D.K.W. (Mens).

SNOW IN THE

Snow covered the upper slopes of the Stelvio pass—in July! In this view from the top, the Sunbeam Alpines of Moss and Murray Frame can be seen during the timed climb in the final stage of the rally.

1,001 to 1,300: Denzel (Denzel and Stroinigg), class leader; also Porsche (Nathan), Peugeot (Guiraud and Beau), Porsche (Sauerwein and de Metternich), Peugeot (Barbier and Rastit).
1,301 to 1,600: None.
1,601 to 2,000: Alfa Romeo (Houel), class leader; also Fraser-Nash (O'Hara Moore and Gott), Triumph (Gatsonides and Slotemaker), Triumph (Kat and Tak).
2,001 to 2,500 Aston Martin (Burton and Burke), class leader; also Sunbeam Alpine (Moss and Cutts), Salmson (Rauch and Bousson).
Over 2,500: Jaguar (Scott and Cunningham).

Now, commencing on Monday morning, came the fourth, last and most gruelling stage of all; 884 miles long, from Cortina back to the finish at Cannes on Tuesday afternoon. The Gavia was still out of action; but there were still (in Italy) the Falzarego, Gardena, Giova and Stelvio passes (the last-named being a timed climb, another of the special tests). In France the Izoard was now closed; but there were still the Petit St. Bernard, Vars, Cayolle (to which the timed climb which should have been on the Izoard had been transferred) and many more passes before Cannes could be reached.

The tussle for the ladies' prize now lay between Sheila van Damm, with Mrs. Anne Hall in a Sunbeam Alpine, and Mme. Terray of France, with Mme. Gordine in a Peugeot 203. Neither was without penalty marks; Mme. Terray had scored 20 on the road section, but had incurred fewer in the special tests than had Miss Van Damm.

The first car left Cortina at 10.15 a.m.;

now, the weather was not bad. More troubles soon began; Doctor Hardman (in a Daimler with Peter Worledge) lost a front wheel on the Falzarego—the car had been involved in more than one accident already. Shortly afterwards Leslie Brooke's Triumph TR2 went out with radiator trouble. Then the Fates seemed to draw a deep breath and reserve their next blows for the Stelvio climb.

The top of the Stelvio was alternately enveloped in low cloud and completely clear but it was always very cold, and there was still a good deal of snow about. This eight-mile climb with its fifty or so hairpin *lacets* is a severe test at the best of times, let alone with a tired car against

ALPINE! . . . continued

On the circuit of the Dolomites, the third stage of the rally; the Triumph TR2 of H. L. Brooke and G. Howard-Sorrell presses hard on the heels of the A. C. Ace of J. P. Slatter and J. Hinton near Misurina.

the watch. One of the remarkably fast works Renaults blew its gasket near the bottom; then Parucci's Panhard seized solid half-way up. The crew turned it round, poured oil into everything within reach, let it run down, let in the clutch—and the front wheels locked. After several tries they gave it up, and free-wheeled down to the bottom.

Next it was the turn of Vimont and Angelvin in their screenless Simca Aronde; the dynamo bracket broke, and the fan went through the radiator. The surviving Frazer-Nash (O'Hara Moore and Gott) and the Triumphs of Gatsonides, Richardson and Mills came up well; then came the Sunbeam Alpines—and that of Collins broke its rear axle on the lower reaches. Burton's Aston Martin, leading its class, climbed in style, and Denis Scott stormed up in his Jaguar. There was only one Daimler left now—Peter Bolton's, and that was looking considerably damaged; but the single remaining A.C. Ace, of Slatter and Hinton, had only one noticeable dent.

After the Bormio control, the route lay

Victory in the 1,300 c.c. class, and incidentally the greatest number of bonus marks in the rally, went to the very fast Porsche-engined Denzel, of Austrian manufacture. Here its designer-driver brings it round a hairpin bend at Plan Selva, just after the Gardena pass in the early part of the last stage.

over easy and straight roads to Erba, near Como. Most of the competitors made up sufficient time to eat here; it was now rapidly getting dark, and the long night drive over into France still lay ahead.

As the competitors made their way westwards across Italy towards the French frontier the roads continued wet, although the continuous rain gave place to occasional storms. The daylight died and navigation became more difficult. At midnight the survivors were passing through Aosta and making the ascent of the Little St. Bernard pass in the dark.

An overcast dawn was breaking as the early members stormed the long climb over the Col d' Iseran to drop down to the valley of the Isère and follow it to Modane, St. Jean-de-Maurienne and La Chambre, where begins the climb up the Col du Glandon, followed by that over the Croix de Fer and so down again back to St. Jean. Then back up the valley for about 10 miles and a sharp right turn up the Col du Télégraphe, with its tight and narrow hairpins, and on through Valloire to the Col de Galibier.

The field had now thinned out even

Stirling Moss brings his Sunbeam Alpine over the atrocious surface of the Vivione pass in Italy during the long first stage; he was the only member of this team to complete the course without penalty marks.

Before the speed test on the wet *autobahn* near Munich; George Murray - Frame (under car) and John Pearman work on their Sunbeam Alpine.

SNOW IN THE ALPINE! continued

more but the little Renaults of Redelé and Lesur were going strongly on the lower slopes. The clouds hung low in the ravines and the upper slopes were completely veiled. Persoglio's Renault was misfiring badly. The two M.G.s were up to time, their crews waving vigorously as they passed. Gatsonides and Ken Richardson swept up in their Triumph TR2s, both engines sounding crisp in the early morning air. Stirling Moss was first of the Sunbeam-Talbots, Murray-Frame's showed tail-end damage, and Sheila Van Damm's also bore scars.

After the heavy rain, landslides had made the Izoard impassable and it had to be cut out. The timed climb was held instead on the Cayolle, which the tired crews had to tackle after crossing the Col de Vars down into Briançon. Here, on the Cayolle, disaster befell Peter Bolton on the surviving Daimler, when he was up to time, though with penalties. As he descended the col he found the road blocked by a stationary bus and as he crept by on the extreme outer edge the surface crumbled beneath his wheels. The car nearly went over the edge and was moved back on to the road only by building up a stone wall under its wheels.

Raymond Flower's Austin-Healey lost its track rod on the Cayolle, but Flower continued and checked in at Cannes, steering with the left wheel only. As he braked the right wheel swung out to full lock and slid along the road surface.

But even after the Cayolle the troubles were not finished with; the Col de Valbey and the Col de Bleyre were in bad condition and Sheila Van Damm almost gave up, as did others. But suddenly a stretch of reasonable road and the chance of making up a few precious minutes revived hope and they continued.

After the Galibier the weather improved and Cannes was basking in sunshine. The time control was held outside the town of Grasse and competitors ran in to Cannes by a quiet back way to the final test of acceleration, reversing and braking on the tree-lined Allée de la Liberté by the harbour. Only 37 of the 79 starters checked in, and of those 18 were British.

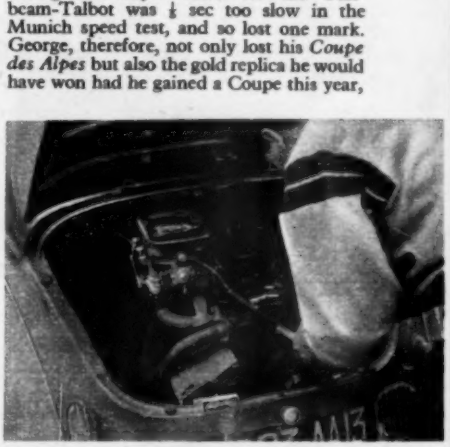
One by one the survivors did the test, having two runs, the better to count. Few of the cars were undamaged but the most battered was the American driver Atkins' Porsche. Wings, sides and roof were so dented that it was marvellous that the car hung together. Atkins had hit a bridge as the car skidded, and it rolled over the parapet to land 20ft down—happily on a pile of earth which had recently been dumped there. Somehow the car was righted and got up on to the road again, to finish!

Gatsonides and Slotemaker bring their Triumph TR2 to a stop at the end of the arrival test at Cannes; they were second in the 2-litre class and won a *Coupe des Alpes*.

The test showed how brakes had suffered. Barbier's Peugeot slewed badly as he braked. Scott's Jaguar seemed to brake solely on the right front wheel. Kat's TR2 needed to brake early, but Ken Richardson's TR2 was in good fettle and made second fastest time of the day, 29½ sec. Derek Howard handled his Morgan perfectly and made f.t.d. in 28¾ sec, which argued that there was nothing much amiss with engine, transmission or brakes. Raymond Flower earned applause for his capable but terrifying performance in the one-wheel-steered Austin-Healey. Haddon's Jaguar XK120 did a fine run in 30¾ sec and Stross' Austin-Healey took 29¾ sec.

Stirling Moss handled the Sunbeam-Talbot carefully, and later did a demonstration run to prove that the reverse as well as the forward gears were operative.

Then came the wait for results, and the tales of near-disaster and improvised repairs. But surely the hardest luck was George Murray-Frame's for his Sunbeam-Talbot was ⅕ sec too slow in the Munich speed test, and so lost one mark. George, therefore, not only lost his *Coupe des Alpes* but also the gold replica he would have won had he gained a Coupe this year,



How big a carburettor can you fit to a 750 c.c. engine? Here is the big double-choke downdraught instrument of the works-entered Renaults, in this instance the car driven by Lesur and Fouljoc.

for the third successive award. Ian Appleyard was the first winner of a gold cup last year and Murray Frame, Falkenhausen and Stirling Moss were all three in the running this year. But Falkenhausen retired on the first stage, and Stirling became the second winner of a gold cup.

The winners of *Coupes des Alpes* eventually proved to be Redelé and Pons, and Lesur and Fouljoc, both crews in 750 c.c. Renaults entered by the manufacturers, Meier (D.K.W.), Denzel and Stroinigg in the Denzel which is based on a Porsche (Denzel carried off many of the special awards); Guiraud and Beau, and Barbier and Rastit, both crews driving Peugeot 203s, O'Hara Moore (Frazer-Nash) who had John Gott as co-driver, Gatsonides and Slotemaker (Triumph TR2), Burton and Burke (Aston Martin), Rauch and Bousson (Salmson), Stirling Moss and John Cutts (Sunbeam Alpine).

Thus British cars won four out of eleven Coupes and in addition three out of the four classes in which they were entered, as well as a good share of the special awards. O'Hara Moore was the winner of *The Autocar* cup for best performance on a British car.

Results of the Alpine Rally will be found on page 136.

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The old church and offset clock of Beaudesert at Henley-in-Arden, which lies on the main road (A34) between Birmingham and Stratford-on-Avon, Warwickshire.

CORRESPONDENCE

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Parking Meters

Enjoy Your Parking While You Can!

[65773.]—Mr. Bruce W. Gillett [65509] seems horror-stricken at the possible introduction of parking meters. May I point out to him that they are fascinating things—in a repulsive sort of way?

Over recent months, some hundreds of these quaint objects have been erected in most of the streets of the inner city area of Auckland. Consequently it is almost impossible to park a car in the city, unless, of course, one feels prepared to dash back to the parking meter every 30 minutes and insert a three-penny piece.

Up till recently a portion of the city's main thoroughfare bore the sign "No parking—4.30 p.m. to 5.30 p.m." This was apparently to permit home-going workers to board trams at an adjacent stop. Promptly at 4.30 p.m. traffic officers began writing "tickets" for offenders and no excuse was accepted. Today that area has its full quota of meters and parking is allowed 24 hours each day—at 3d per half-hour.

The *coup de grace* occurred recently when two hapless motor cyclists were prosecuted for parking their machines in one metered space. "One parking meter—one motor cycle," stated the by-law (later the by-law was, one is glad to report, amended).

I quote these two cases to show Mr. Gillett that inconvenience of and danger in parking do not enter into the question of parking meters. Meters were designed to provide easily collected revenue from one section of the community only, and officialdom's attitude seems to be "if you don't like it you can jolly well leave your car at home." To Mr. Gillett and the British motoring fraternity I give the suggestion—enjoy your parking while you can before the introduction of metering because I'm blessed if you will after.

NORMAN R. WINTERBOTTOM.

Auckland, N.3, New Zealand.

Pre-delivery

Check-overs by Manufacturers Could Mean Increased Prices

[65774.]—Having read Mr. G. R. C. D. Gibson's reply [65719] to my letter regarding self-collection, I feel bound to give your correspondent the amplification he requires in connection with the difficulties of doing a pre-delivery check-over at the factory.

Having spent some time at the factory with which we ourselves are personally concerned, I am in a position to appreciate these difficulties which do, very directly, concern both the manufacturers and ourselves; they are chiefly, I think, lack of space and lack of personnel—not so much lack of equipment.

Quite obviously, economics must figure in this problem; it must surely be easier for a multitude of dealers to absorb a few pre-delivery check-overs in their overheads, without any really tangible effect, than for any given manufacturer to shoulder the whole burden. If manufacturers had to do the pre-delivery

CORRESPONDENCE . . . . . continued

check-over on every vehicle they produced it would surely reflect itself in the price of the car to the public. As it is at the moment, the dealer does the check and, as he cannot alter the price of the vehicle, the customer does not suffer.

Despite the fact that economics must creep into the picture I am sure that Mr. Gibson has got hold of the wrong end of the stick when he states that it does not pay a large factory to fuss over, and be polite to, customers. I do not think that this is a fair statement to make with reference to any of the big six manufacturers (or what is now the big five) because, from my own experience of all of these, I have found them only too pleased to go to any ends to get the owners and prospective owners happy and satisfied.

It is surely obvious that the smaller manufacturers are more able to give the individual service that Mr. Gibson requires, by virtue of their limited production? But I hope that he will understand the magnitude of the task which faces the volume manufacturers. This does not, however, suggest that they are not doing their best; I am sure that they would be delighted to meet all prospective purchasers and I should think that the majority of the manufacturers' dealers, anyway, could be relied upon to represent truly the manufacturer's approach to the owner.

I. T. BALE,
Bale's Garage, Ltd.

Barnstaple, North Devon.

Unwise?

The Width of Heavies Should Not be Increased

[65775.]—At a recent ceremony the Minister of Transport announced forthcoming regulations under which the width of vehicles of over four tons may be increased by another 6in to 8ft overall.

It will not escape notice that this concession is being granted to vehicles which, because their unladen weight exceeds three tons, are still limited by law to 20 m.p.h.

The suitability of an 8ft vehicle for the export market notwithstanding, is it not peculiar that a new regulation is about to be made which, in effect, can only increase the congestion on our roads for as long as the Minister is unable to overcome the unions' objections to a general 30 m.p.h. for goods vehicles; even after that desirable event, whilst we still have such trunk roads as A1 and A5, I am left with the impression that there is in this intention a degree of thoughtlessness which should call forth protests from all bodies concerned with road safety.

F. JEYES.

Cobham, Surrey.

Comparison

The Bentley Is Worth It

[65776.]—The letters you have printed under the heading "Comparison" are amusing to a Bentley owner. I have had four of these wonderful cars and, after forty years as a car owner, cannot understand the mentality of one who would compare it with any other vehicle—especially an American.

Always in search of improvement, I am considering the purchase of a new Bentley but, before doing so, would be interested to know the conclusions of Bentley owners with the latest automatic gear box as to petrol consumption and general handiness for short journeys, of which I do about fifty or sixty per week.

My present 4½-litre has done just on 53,000 miles and has been decarbonized once; it will still touch the hundred mark and, on a trip to the Continent, averaged 17.863 m.p.g. in spite of the fact that my speedometer showed 60-70 m.p.h. for miles on end on the straight French roads.

The Bentley may cost a lot to buy but it is cheap to run.

A. THORN.

Cardiff.

American Models Will Last

[65777.]—I hope you will permit some further correspondence on the most interesting Buick-Bentley controversy, because the question of the comparative worth of the mass-produced American car and the top-priced U.K. model is, I think, of considerable interest. Personally, I think Mr. A. C. S. Irwin [65685] has a case. A Bentley *will* last, but so will an American. For example, my 1936 Hudson has had umpteen owners and a very hard life and, judging by the state it was in when I got it, I very much doubt if anyone had spent a penny more than was vitally necessary. On the other hand, it still does 400 miles per pint of engine oil in summer and has never had new pistons or rings, let alone a rebore; the mileage is 60,000. It would be interesting to see average Bentley repair bills over the same period.

Incidentally, if Mr. J. M. Renshaw [65734] is correct about the output of the Bentley I should hardly have thought 140 b.h.p. was a figure to put forward as a matter of pride. My old Hudson (side valve!) produced nearly that 18 years ago on a smaller capacity.

ROBERT BLAKE.

Pinner, Middlesex.

Modest Figure for a 4½-litre

[65778.]—I am sorry if my Bentley-Buick figures [65685], as published in *The Autocar*, have brought on an attack of Buick phobia in Mr. F. N. Megahy [65733], but I am grateful to Mr. J. M. Renshaw [65734] for supplying the Bentley engine's b.h.p. —140 is a very modest figure for a modern 4½-litre engine.

A. C. S. IRWIN.

Codicote, Hertfordshire.

Hinges

Manufacturers, at the Front, Please!

[65779.]—Having just fallen through a large hole in the side of a car at a speed of 50 m.p.h., I write from my hospital bed in the hope of persuading car manufacturers to hinge their doors at the front, not at the back.

I know that, when there are only two doors, back hinges provide better access to the rear seats; but my own personal feeling is that convenience matters less than the personal safety of the occupants—even hasty imbeciles like myself!

M. J. WILSON.

General Hospital, Arnhem, Holland.

Motoring Organizations

Should They Combine?

[65780.]—As a member of the R.A.C. and A.A., I, like other of your correspondents, do not agree with all their services. With the heavy burden of taxation borne by motorists, surely it is the duty of the Ministry of Transport to bear the cost of "road-up" signs and diversions wherever required.

Perhaps, if the two organizations were amalgamated, members would get an equal service, with a smaller subscription.

A. M. WILLIAMS.

Canterbury, Kent.

Continuous Efforts are Made

[65781.]—If Mr. J. N. Nicholson [65743] were a member of either the A.A. or the R.A.C. he would receive their publications and be aware of the continuous efforts of the motoring organizations to obtain better roads and reduced taxation and generally to alleviate the lot of the motorist.

Moreover, if he read *The Autocar* thoroughly and regularly he would be able to recall numerous examples of solid achievement.

K. L. KELLY, A. W. PHILLIPS,
Joint Secretaries,
Standing Joint Committee.

London, W.C.2.

Required

Running Costs for an Eight

[65782.]—Can any reader oblige by letting me have comprehensive costs of running an 8 h.p. car over a few years, preferably from new?

E. WORRALL.

Dukinfield, Cheshire.

Le Mans

A Fuel Consumption Limit?

[65783.]—I disagree with John Cooper's suggestion ("We Live and Learn," *The Autocar*, July 2), that there should be a capacity limit of 2½ or 3 litres on Le Mans type sports cars. The majority of the cars produced in the world are larger than this limit, which seems arbitrary, and, in my opinion, it is not the best way of keeping speeds down. It seems to me that a fuel consumption limit would be a better way of limiting speeds to a reasonable degree, while still developing better sports and touring cars for production in the future.

Features such as improved braking (perhaps air brakes), road holding, aerodynamics and weight reduction would be encouraged; a premium would not be placed on high engine speeds, but more on thermal and mechanical efficiency.

For the normal buyer, fuel consumption is the factor which dictates the kind of car he can run, not engine size. As is known, a large engine running slowly is more economical than a small high-revving unit, and is much more pleasant. Perhaps a fuel consumption limit would lead to a line of sports

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Jaguar cars returned the fastest speeds irrespective of category in the Autobahn Speed Test and the Pordoi Mountain Climb.

(Subject to official confirmation)

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JULY 1954

CORRESPONDENCE . . . . . continued

cars which would be worthy successors to the London-Edinburgh 7½-litre Silver Ghost, which, for its period, combined remarkable performance and economy.

A limit of about 12-15 m.p.g. or its equivalent in litres per 100 km seems reasonable at Le Mans, and this could easily be enforced by the army of *plombeurs* present there. The chances of a car being put out of the race through running out of fuel are slight.

Classes could be divided by different fuel consumption limits —such as between 15-20 m.p.g., 20-25 m.p.g., 25-30 m.p.g., 30-35 m.p.g., and above 35 m.p.g. The index of performance could be worked out on a formula such as S^2/v where S is the distance covered by a car, and v the quantity of fuel consumed, the car having a maximum value of this function being the winner on index. This expression is derived from the fact that the work done in a given time against air drag is proportional to the cube of the speed. A formula such as this should give cars of all sizes and speeds a reasonable chance. All cars should be supplied with fuel approximately equivalent to the best pump fuel currently available.

It seems that in the future, gas turbines will be challenging piston engines, so the Le Mans regulations should allow for them. As kerosene is approximately five-eighths the price of petrol (with tax removed from both of them), it would seem reasonable to allow vehicles running on this fuel one and three fifths times the amount of fuel allowed to petrol-burning vehicles in the same class. Doubtless the price of kerosene relative to petrol will rise when more gas turbines are in use, but the arrangements suggested would encourage firms developing gas turbines to enter competitions, and speed the development of compact and efficient heat interchangers. MARTIN QUICK.

Crewe, Cheshire.

Information Required

Continental Badges

[65784.]—Having been a regular reader of *The Autocar* for about the last five years, I have now accumulated an enormous number of issues and would like to give them to somebody that would enjoy and appreciate them. If any readers know a cause, I would be grateful if they would get in touch with me.

There have come into my possession seven black and gold badges, about two to three inches in diameter and unused, with "Lorraine Dietrich, Ltd., Birmingham," printed round them and a Cross of Lorraine in the middle; also one other badge (same size, colour, and cross), but printed round the outside is "Lorraine Dietrich, Ltd., Birmingham—Isotta Fraschini Milano—Société Lorraine Dietrich, Luneville—Argenteuil." If the V.C.C. or any person interested could give me any information regarding them, I should be most pleased.

Droitwich, Worcestershire. MARTIN RODEN.

[Letters will be forwarded.—ED.]

Delivery Methods

Effect on Subsequent Oil Consumption

[65785.]—Mr. D. L. Bouchier [65739] evinced an interest in the comparative oil consumption of cheap and more expensive cars of similar size.

I took delivery of a Ford Popular (10 h.p.) during the first week in May, 1954. It was driven up to Glasgow from Dagenham. At the time of writing it has done approximately 2,000 miles and I have not found it necessary even to top up the engine oil. Thus I would agree with him that the more reputable firms are seldom guilty of the misuse of cars on delivery.

Glasgow. G. O'SULLIVAN.

Entry Into Belgium

No Difficulties Seem to Exist

[65786.]—I have read Mr. P. O. Ives' letter [65678] with much interest. This implies that the temporary importing of motor vehicles into Belgium presents almost insurmountable difficulties which are increased by the annoying attitude of our customs officials.

Judging by the considerable number of foreign cars, notably English, circulating in our country, we feel justified in declaring that such difficulties do not exist. Certainly, most countries, and England is no exception, are encompassed by custom-houses; to pass through these certain formalities and the deposit of a security for importing goods liable to duty are necessary.

In order to avoid the payment of this duty on motor vehicles the automobile associations, in agreement with the customs authorities in every country, have created the *carnet de passages en douane*, a document which is universally appreciated because of its obvious advantages and the relatively low price. Therefore, it is only those who systematically refuse to profit by the facilities offered by automobile clubs who are constrained to deposit a security on entering the country they wish to visit. This applies to Belgium, but it also applies to England. Moreover in our country, customs officials generally show kindly tolerance towards honest foreign tourists.

Brussels. VAN DE WERVE DE SCHILDE,
Technical Manager,
Royal Automobile Club of Belgium.

After Dark

Recommendations in the New Highway Code

[65787.]—Further to my letter [65629], and others, on the subject of dazzle, I understand that, in the new Highway Code, motorists will be advised to use their head lamps in built-up areas. So pedestrians, unable to retaliate, are to be dazzled on the pavements after dark by motorists who deflect their powerful head lamps to the left in the forlorn hope that they will not dazzle one another.

French pedestrians are not dazzled in this cavalier fashion. The reason is simple: in France the brightness of a dipped head lamp, when seen from any point facing it above the horizontal plane, must not exceed one candle-power per sq cm; therefore, in France, there is no need for cars to be equipped with head lamps that have asymmetric dipped beams (see the graphs reproduced in *The Autocar* of February 20, 1953, page 228, types C and D).

If British motorists will not use the French dipping system they should fit a special head lamp for use only in built-up areas. This head lamp should be centred and should have a yellow bulb made of cadmium sulphide glass, the filament of which should be hooded (as in France) to cut off upward light rays completely.

London, W.5. P. K. P. SHELDON.

Manners

G.B. Drivers and Compatriots Abroad

[65788.]—During a recent tour of the Continent, I was dismayed to find that the spirit of camaraderie that previously existed between the users of G.B. plates has now almost entirely disappeared.

I missed that friendly "pip-pip" on the horn and when I received no reply to my greetings I, too, gave it up; but my worst experience occurred when attending a recent Grand Prix.

Staying at my hotel were a famous racing driver and a journalist. On two occasions the latter was addressed in polite greeting from a distance of four feet, and on both occasions he elevated his eyes and nose to a point well above my head, and completely ignored me. I saw him treat another Englishman in exactly the same way when addressed in the pit area after the race. M. W. COOK.

New Milton, Hampshire.

Ticker-Ticker

The Author-Illustrator

[65789.]—The article "Cars Can Talk," July 9), under "Sammy" Davis' well-known initials, was interesting, and I only wish he, you, or someone, had thought of reproducing one of his classic drawings. The car at the pits, pistons and entrails pouring out; the innocent driver; the speechless pit manager—the title: "Please sir, it just went ticker-ticker!"

London, E.C.3. O. M. KING.

Alarming

Possible Effect of Heat and High Altitude

[65790.]—On a recent motoring tour of Spain, I had the following experience, and should like to know if any of your readers have had the same and, if possible, the reason for it.

I drove from Toledo via Madrid to Segovia, descending the Puerto Navagerrada Pass; the foot brake was in perfect order. On arrival at Segovia, the car (1½-litre Riley, new last year) was placed in a shelter. It was not moved for 24 hours, but was exposed to the sun on the fore part of the car all day.

In the evening I took it out to run round the city and, on a steep hill, found that I had no foot brake at all; only the hand brake and gears saved a nasty accident. After a lot of

CORRESPONDENCE . . . . . continued

pumping the foot brake slowly came back into use. The hydraulic reservoir was three-quarters full; it has never required topping up since it left the makers.

The next morning I tested the brakes and found them quite all right and have since driven 1,000 miles back home.

The same day as I came over the pass I came across a car that had been wrecked; I was told that the brakes had failed at the top of the descent and that, rather than go over the edge, the driver had turned it into the bed of a rocky stream.

I am wondering if the cause in both cases may not be the same; namely, standing in the sun at high altitudes.

Dorchester, Dorset. ERNEST H. CHANNON.

The Time-Machine

Shortcomings of Car Clocks

[65791.]—We know that time is an abstraction according to the philosophers and it is a mere convention that 60 minutes go to the hour and so forth; but all motorists will agree with me that it is useful to have a clock which keeps reasonable time on the facia of one's car.

How much longer must we endure these electric clocks supplied as part of the facia fittings of practically all modern cars? I have had one of these clocks on my last two cars, both fairly expensive cars of a famous make. I have had nothing but trouble with them in spite of periodical return to the makers. If they do go at all, which is problematical, they are hopelessly inaccurate; when one tries to set them to the correct time they promptly stop.

Why cannot we return to the good old-fashioned winding type of clock? I am sure everyone would prefer it.

Ipswich, Suffolk. K. MACRAE MOIR.

"Five Pounds"

A Post Office Savings Account Can Help

[65792.]—I am inclined to agree with your editorial complaint "Five Pounds" of July 2 about the small amount of sterling one may take in and out of the country; but there is a simple way to avoid some of the inconvenience.

I have a Post Office savings account, a relic of a Forces gratuity, and if one arranges to be near the top of the page, one can withdraw £3 each day from Monday to Saturday—generally from 9 a.m. to 6 p.m.—either before, or after, sailing. In fact, I called into Dover post office for £3 about twenty minutes after landing from s.s. *Halladale* on June 22.

The amount is not much, with petrol and hotels at present-day prices, but £3 per day helps in emergencies, and in strange towns and during the hours when the bank is shut.

Swansea, Glamorganshire. T. A. KIRBY.

Austro-Daimler

Recollection of a Reliable Car

[65793.]—The mention in a recent article of an Austro-Daimler car reminds me of a car of this make we had from 1924 into the 1930s.

In this particular car the Continental chassis was specially fitted by a London coachbuilder with what was then called an enclosed drive cabriolet limousine. This body was incredibly high by today's standards, being designed so that opera hats could be worn in it in comfort. It was able to seat seven passengers, the occasional seats being virtually armchairs. As the exterior of the roof was polished black leather, the whole of this huge erection could be lowered, making the car completely open.

The six-cylinder overhead-valve engine of 27 h.p. was a dream to look at, having a bright finish machined all over with a design of small circles, a refinement rarely seen today. The valves were operated by a gear-driven overhead camshaft, the dynamo and water pump also being gear-driven; there was no fan at the front of the engine, but vanes were fitted to the flywheel. The V-shaped radiator was at the front, in the usual style.

The magneto ignition was by Bosch, as also were all the electrical fittings. The fuel was fed to the carburettors by an Autovac which had the additional refinement of a large reservoir incorporated with it, unusual at that time when Autovacs sometimes dried out if the car became too hot. The fuel tank was of 30 gallons capacity. In addition to the gauge on the facia, a gauge was also fitted to the exterior of the tank, useful when filling to capacity.

There were no front-wheel brakes, but very large diameter drums on those at the rear. The car had the curious feature of two brake pedals, one of which operated on the rear wheels, the other pedal operating a propeller-shaft brake.

Oakworth, Yorkshire. PETER NEWSHOLME.

Matter of Identity

First-hand Information

[65794.]—As I was with the Rex Motor Co., Ltd., for nearly six years, from 1900 to 1906, I am able to give your correspondent [65631] some information about the construction of the Rexette.

The 5 h.p. single-cylinder water-cooled engine was fitted with the flywheels—and an aluminium crankcase (one half of the crankcase was cast in one piece with the gear box). Two-speed gears were engaged by a pair of dogs; the gear lever was on top of the gear case.

The leather-faced cone clutch was operated by a foot lever. The Rexette had chain drive to the rear wheel, thermo-syphon cooling and a curved radiator fitted around the driving seat.

I drove many of these three-wheelers. They were fairly reliable and simple to drive. The Rex company commenced building the Rexette between 1903 and 1904 after discontinuing the manufacture of the International Charette. These were built to the order of Mr. Oscar Seyd of the International Motor Co., Great Portland Street, London.

Ludlow, Shropshire. WILLIAM PILKINGTON.

A Contemporary Advertisement

[65795.]—I was greatly interested in reading the letter [65631] about the Rexette car, and I believe I can offer some assistance to the present owner of the bits and pieces. I happen to have a motoring journal of the 1903 period and there is an illustrated advertisement of the Rexette.

I well remember this make of car, as my father had one, probably in about 1905 or 1906. The body appeared to be constructed on the lines of a woman's shoe and the passenger was seated in the toe portion right at the front end of the car. I also remember being driven around in my father's car for a short distance and was very glad when I climbed out because the entire vehicle wobbled from side to side and nearly shook the life out of the passenger. PERCY HOWEY.

Sunderland, Co. Durham.

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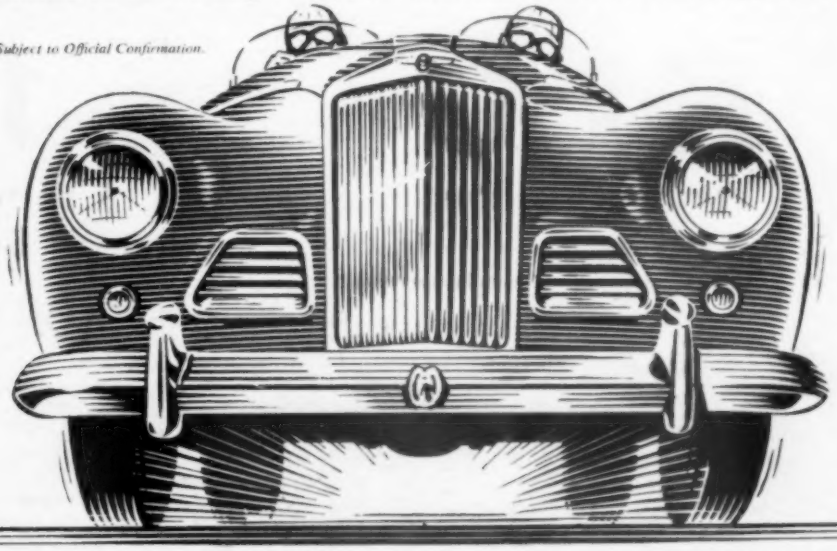

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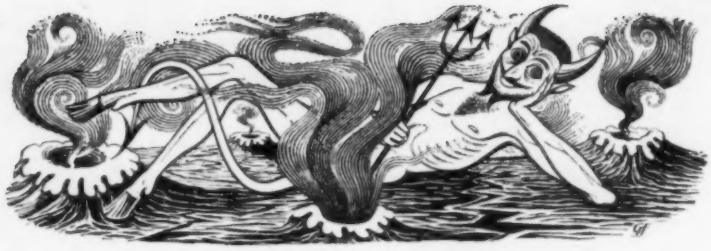

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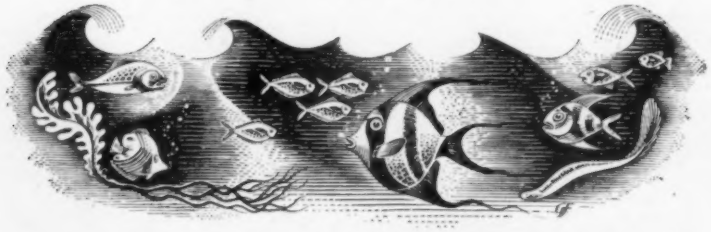

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1ST

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—ALSO A COUPE DES ALPES WINNER—

(Subject to official confirmation)

NEWS and VIEWS

This Zagato-bodied 2-litre Alfa Romeo Super was seen for the first time at a recent *concours d'élégance* at Campione, Switzerland. It is a correctly streamlined two-seater which is designed to achieve speeds in the region of 125 m.p.h.

Scottish Gardens

A LIST of Scottish gardens open to visitors is published by the general organizer of Scotland's Gardens Scheme, 26, Castle Terrace, Edinburgh, 1. The list also includes historic houses.

Underground London Parks

THE London County Council is to seek authority from Parliament to build car parks under the South Bank site, where the Festival of Britain was held. Plans include covered parking space for 1,000 cars.

TR2s Go Abroad

THREE-QUARTERS of the total production of Triumph TR2 sports two-seaters are now going overseas, where buyers are receiving over half of all the cars turned out by the company. During June, 2,461 Vanguards and 3,944 Eight and Ten saloons were produced. Production is running at a record level.

Driving Ethics

THE value of bringing Christian ideals into the driving seat is underlined in the July issue of *World Christian Digest*. There are articles on road safety, and in particular the rather touching account of a wife whose husband met with an accident. These features, backed up by quotations and epigrams, crystallize the thought that Christian drivers make safer roads.

Finnish Road Plan

SINCE the war Finnish roads have deteriorated considerably while the number of vehicles has increased. Now, however, a new plan has been announced by a Government committee under which 1,750 miles of dust and gravel roads are to be properly surfaced and 1,000 miles of new roads built. The work will be undertaken over a ten-year period and will cost about £450,000,000.

U.S. Sales

HOME sales of American vehicles totalled nearly 3,000,000 units during the first five months of this year, which is the third highest figure for the period in the industry's history. During May, the total production included 497,062 cars. Exports increased to 6.1 per cent of total sales compared with 4.8 per cent during the same period of last year. But in the meantime, production of the Chevrolet plastic-bodied Corvette has been cut from 1,000 a month to 300.

Swedish Imports

IT is expected that during this year cars and motor cycles and their components will be imported into Sweden up to a value of about £41,380,000, according to the Minister of Trade.

Energol from Kent

DISTRIBUTION of B.P. Energol lubricants has begun from Anglo-Iranian's Kent oil refinery. The first shipment left at the end of last month for New Zealand and other despatches are to the United Kingdom and abroad. Fuel production began early last year.

H.P. Freed

RESTRICTIONS on hire purchase terms for all articles, including cars, have been removed; they were imposed during the inflationary post-war years to restrict spending. This means that dealers and finance companies will once more collaborate to offer buyers the most advantageous terms, introducing a further form of competition into car purchase. The removal of such restrictions is made possible by the improvements in Britain's financial condition.

Car purchase may not be greatly affected by the abolition of the restrictions, because finance companies are still forbidden to raise additional capital, and car purchase, of course, involves very much more capital than refrigerators or television sets. Also, many popular cars still have a waiting list of customers. However, some cars may be available on a basis of 25 per cent down and the remainder over two years.

Scottish Caravanning

THE luxury caravan park at Rosneath, on the shores of the Gareloch, has not proved as popular as had been hoped. It was opened at Easter after some £9,000 had been spent on amenities. Although there is room for 500 caravans there are usually only about 20 using the site.

However, the Scottish Tourist Board is hoping to obtain the co-operation of local authorities in Scotland for the creation and operation of municipal caravan sites along the lines of that which has proved so successful at St. Andrews. Edinburgh is particularly in need of a caravan centre.

Mont Blanc Tunnel

IN Rome, the Italian Chamber of Deputies has unanimously ratified the French-Italian convention for building a two-way road tunnel under Mont Blanc, the highest mountain in Europe. Construction of the seven-mile tunnel was agreed in principle in Paris in March last year, but it has not yet been ratified by the French parliament. When complete, the tunnel will provide the shortest route between Paris and Rome, and, during the winter particularly, will make travel from England to Italy much more simple than it is at present. The estimated cost will be about £9,500,000.

NEWS and VIEWS . . . . . continued

Signposting

DURING the past six months the R.A.C. has received and investigated 344 complaints of bad road conditions. The club says that in 165 of these cases action has been taken or promised by highway authorities.

Rover-Standard

FINANCIAL merging of Rover and Standard will not take place at present, the time having been judged unsuitable. Its possibility in the future is still under consideration. In the meantime co-operation between the companies is being investigated.

John Amery-Parkes

WITH great regret the death is recorded of Mr. John Amery-Parkes, one of the motoring pioneers and a member of the executive committee of the Automobile Association. He was 87.

In 1905 he was one of the men who determined to resist the open road speed limit of 20 m.p.h., and he lent his offices for the organization of a team of "spies" who looked out for speed traps at weekends. It was from these beginnings that the A.A. was born.

Turbine M.P.G.

IN road tests at a constant speed of 40 m.p.h. the Chrysler gas turbine car has averaged 14.9 miles per U.S. gallon. The American gallon being 0.833 Imperial gallons, this gives a figure of 17.9 miles per Imperial gallon. The Chrysler turbine has a heat exchanger and is fitted in a Plymouth coupé.

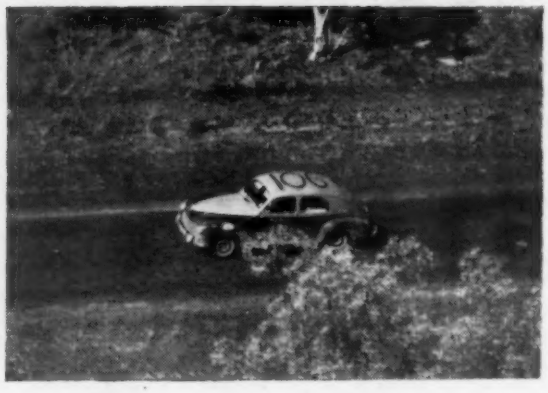
The Show Ahead

WITH stands numbering about 540, this year's London Show looks like setting a new record for size. It will be held from October 20 to 30 (not open Sunday, October 24), and admission on opening day, and on Tuesday, October 26, will be £1 before 5 p.m. and 10s thereafter; corresponding prices on other days will be 5s and 2s 6d. A commercial vehicle show will also be held this year, from September 24 to October 2.

Jowett Affairs

THE main factory, with plant and equipment, of the Jowett company at Idle, Bradford, Yorkshire, is to be sold to the International Harvester Co. of Great Britain, a member of the well-known international group; the agreement to sell is subject to the consent of the ordinary shareholders and of the Treasury. Plant needed for the company's service and spares department is excluded, and owners are assured that a full and continuing supply of spares will be available.

For some time the Jowett company has been in difficulty; the acquisition of Fisher and Ludlow by the British Motor Corporation posed a body supply problem and Javelins and Bradford vehicles have been out of production. The company made a net profit of £25,971 in 1953, but the main factory has not been operating at an economic level.



R. Lenehan drives his Holden towards Darwin in the round Australia trial. Another Holden was lying third at this stage. (See accompanying paragraph.)

AUSTRALIAN TRIAL CONTINUES

LATEST news of the Round Australia Reliability Trial, sponsored by the Redex company, is that competitors have now passed the half-way mark and that the toll imposed by the tough going has been formidable. On July 13 only 167 cars were still surviving out of 246 starters. J. and W. Murray were in the lead in their Ford V8, not having lost any points, but it is known that their car has suffered some damage which may affect their chances in the later stages.

Second so far is G. Patterson in a Peugeot, who has lost only 8 points, and next is an Australian Holden driven by Anderson, which has lost 14 points. The team leaders at the half-way stage were Mercedes, driven by Gibson, Luxton and Anthill. Only six points behind are two Holden teams. Leader for the ladies' prize was Sybil Thorpe, a Sydney nurse, driving a Holden.

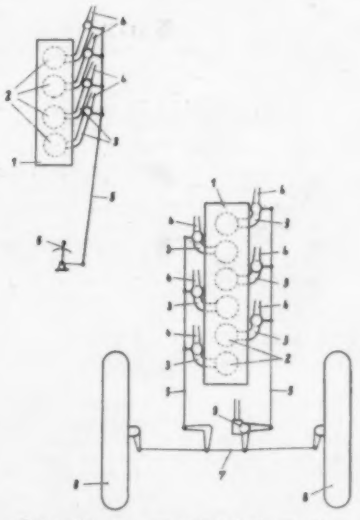
All these positions are, of course, unofficial. Cars continue to fall out as the mileage increases and the route becomes even more difficult. On July 14 it was thought that scores of cars would have difficulty in reaching Meekatharra. About 15 cars were reported stranded on the Broome-Marble Bar stretch of the route, including the Ford of Jack Davey, who is well known in Australia as a radio personality. The Meekatharra rest period has been increased from six to 12 hours because of the great fatigue suffered by the crews.

CORNERING BY SIDE WAFT!

EVERY method of achieving the ultimate fraction of speed in road racing must now be explored. In British Patent No. 709,284 granted to Daimler-Benz a somewhat startling mode of assisting the cornering capacity of the tyres is proposed. It might be described as "leaning on the wind" or as lateral jet propulsion. But to quote: "on poorly super-elevated or cambered bends, power transmission through the tyres can be increased beyond the maximum that could be utilized. Speed has therefore been limited by the centrifugal forces proportional to the vehicle weight." Recovery of speed after a bend has "to be made up by very fierce acceleration, resulting in high wear of tyres and vehicle, the danger of having to drop out of a race being great." It would seem that the restrained understatement is not exclusively British!

To counteract the lateral drift and so gain those few but vital extra m.p.h. the Daimler-Benz idea is to have separate "swingable" exhaust stubs which can be aimed so as to provide jet thrust either to assist forward propulsion on the straight or to resist outward centrifugal forces on bends. The direction of the jet thrust can be controlled manually or it may be coupled to the steering; the cross-sectional area of the nozzles may also be variable.

The device will pose a pretty problem for those who try to maintain a reasonable alignment between racing rules and technical innovations. At the least it will be desirable to indicate an unfavourable view of any new tactic that can be construed as manœuvring into a position from which rival cars may be blown sideways off the course!



This diagram reproduced from the patent specification outlines the principle behind the swivelling exhaust stubs to enable them to be used as directional jets.

FIRST AGAIN

SHELL X-100 MOTOR OIL *leads!*

BRITISH GRAND PRIX

1st	FERRARI	- - -	F. Gonzalez
2nd	FERRARI	- - -	Mike Hawthorn

500 c.c. RACE

1st	COOPER	- - -	Stirling Moss

ALPINE RALLY

Gold Coupe des Alpes

SUNBEAM ALPINE	- -	Stirling Moss, J. Cutts

Coupe des Alpes

FRAZER-NASH	- -	H. O'Hara Moore, J. Gott
TRIUMPH	- - -	M. Gatsonides, Slotemaker
ASTON MARTIN	- -	R. Burton, H. Burke

Coupe des Dames

SUNBEAM ALPINE - Miss S. Van Damm, Mrs. A. Hall

and 3 class wins

(Subject to official confirmation)

★ These cars used Shell X-100 Motor Oil exactly the same as sold at your garage.

You can be sure of SHELL

Ferodo First

Ferodo Limited use Grand Prix racing as the final and most ruthless test of their anti-fade brake linings. Be safer for longer by *asking* for Ferodo when your brakes need re-lining.

BRITISH GRAND PRIX

1st FERRARI
F. Gonzalez

2nd FERRARI
J. M. Hawthorn

3rd MASERATI
O. Marimon

(Results subject to official confirmation)

FERODO
ANTI-FADE BRAKE LININGS

FERODO LIMITED CHAPEL-EN-LE-FRITH · *A Member of the Turner & Newall Organisation*

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Lie-abeds

IF the authorities are to use the public roads for practical experiments dealing with road surfaces, I feel they should confine their activities to the early hours of the morning when traffic conditions are less desperate. The single-width strip at the western end of Western Avenue, that vital crowded artery leading from London to the industrial South Midlands and South Wales, was chosen for testing purposes at a singularly inappropriate hour on a recent Monday (June 14).

Two large red notice boards, separated by a distance of about 200

Practical experiments.

yards, were worded to the effect that skid tests on wet tar were taking place. The resulting traffic pile-up on that narrow and dangerous piece of road clearly showed the need for the testers and their equipment *and* the two police officers present to rise from their beds a great deal earlier so as to avoid inflicting more penalties on the ever-suffering motorist. The need for safer road surfaces is fully recognized by *The Autocar*, but there is a time and place for everything and the rush hour on Western Avenue is the worst time and place for experiments of this nature.

✦ ✦ ✦

Garaged

WE huddled close together in the shadows watching them perched high up on a bamboo cane in the upturned V of the roof. Five fawn and whitish chests puffed out against the cold air; four black heads and open beaks pointed towards the green run-in—the fourth from the end turned his back on the sunlight, spoiling the pattern of their perching. Then came a shadow on the grass, and the parent swallow swooped in with a fly; an anxious twittering, but only the first two beaks were filled. She went off again immediately, and shortly afterwards the other parent came in; this time the first bird only was lucky. Waiting in the silence we could hear the chickens scratching in the other half of the black-timbered barn which was their home.

The parents came in turn and turn about; once the sight of an old golden retriever sniffing around the garage made a reconnoitre necessary. My companion pulled out his watch and timed the feeds; sometimes it was 45 sec before one or the other returned—sometimes over a minute went by. Twelve times the birds were fed while we stood there; each time the first in the line got the lion's share. "He'll get tired and go to sleep soon," I was told. But we wondered why his brothers and sisters didn't move along the line so that each had a turn at being top of the perch.

Fascinating as the study was, we could not stay for ever; outside, the shiny car stood waiting to take the road, ready to wind its way between the haphazard, sweet-smelling beds of the cottage garden.

✦ ✦ ✦

Solo Navigation

SEVERAL readers have sent in suggestions for overcoming the difficulties of the solo navigator, but most of them, in however simple a form, involve reading at the wheel. The best was, perhaps, the suggestion that the chief points of the route concerned should be listed on a corner of the screen with the aid of a wax pencil. But an officious policeman might well make that a matter for the notebook on the grounds that one was not keeping the glass free from obstructions to vision. The law demands that we should do this.

✦ ✦ ✦

Indivisible

ON the morning of Sunday, July 4, with the holiday traffic thick on the roads, an indivisible load to end all such made its way from Glasgow to the south on A74; I know, because I caught up with it about thirty miles south of the Scots city. It was, one presumed, a boiler, but the point was that it blocked the whole of the road to such an extent that traffic coming in the opposite direction could pass only when the driver of the load had pulled right in as far as possible to the left, and when the traffic from the opposite direction had mounted the bank in order to ensure clearance.

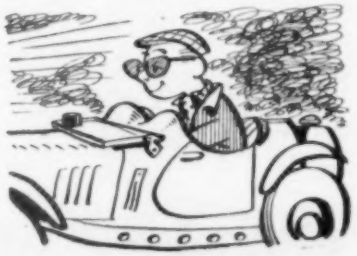
So far as I could see, the driver of the load had no means of seeing what was behind him, and was breaking the law in that respect. Nor had the load any outriders until an A.A. scout saw the danger and went ahead of it. Having to reach London that night, we were reduced to desperation, as was a doctor ahead of us in a Mark VII Jaguar. Finally—and after about half an hour of 3 m.p.h. travel—I began to blow my horn, whereupon the driver of the load eased over and stopped to allow us to pass. I then realized that he had been waiting for just such a signal and once again wondered at the asinine English habit of regarding use of the horn as bad form. But what was the load doing on that road in such circumstances?

✦ ✦ ✦

Yellow Lenses

A RECENT issue of the *British Medical Journal* is interesting on the subject not of yellow light so much as the use of yellow spectacles at night. Subjectively, it says, such glasses give some drivers the impression that the visual field is brighter, and this has helped to increase their popularity—a popularity spuriously enhanced by the belief that the penetrating yellow light of fog lamps is useful. "There is," it continues, "nothing to be said in favour of yellow-tinted lenses for driving."

Figures given, with references to source, show that a clear glass windscreen transmits 92 per cent of the light falling on it; the lightest yellow filter passes about 88 per cent. A combination of both will pass only 81 per cent under ideal conditions, and considerably less in the presence of dirt and



Reduced.

scratches. Two authorities have shown that visual acuity is reduced when using these lenses, and one of them found an additional loss of resolving power and stereoscopic acuity; also a slight but definite fall in visual acuity in the presence of glare. The list of drawbacks continues, two further authorities having shown that under night driving conditions the eye is adapted to a much lower level of illumination than is generally assumed and that the wearing of yellow lenses is an impediment to the detection of faint peripheral stimuli.

All very interesting, but it should be noted that these strictures apply to the use of yellow lenses worn as spectacles. Whether or not the same considerations apply to yellow light as dispensed by cadmium bulbs I am not competent to judge.

MUNSTER MEETING

CARRIGROHANE CIRCUIT REOPENS WITH LIVELY SPORTS CAR MEETING

THE first post-war car race on the Irish Carrigrohane circuit, Cork, held over eight laps (48.7 miles) by the Munster M.C. and C.C. last Saturday was won by one of the limit men, W. L. Hennessy, of Cork, in an 896 c.c. D.K.W. saloon at 64 m.p.h., after leading for a great part of the race.

Positions changed drastically on the last lap, when the backmarkers came through, and J. A. Thompson (1,089 c.c. Riley-engined T.R.S.), with a handicap of one lap and two minutes, held off the scratch man, Joe Kelly (Jaguar XK120C), to take second place. Kelly averaged 86.11 m.p.h. and made fastest lap at 89.09 m.p.h., well below the record of 95.71 m.p.h., made by R. Dreyfus (4½-litre Delahaye) when winning the 1938 Cork Grand Prix. Strong wind and some wet patches of road may, however, have reduced speeds somewhat.

The ultimate winner was on the heels of the limit man, J. O'Mahoney (1,192 c.c. Volkswagen), after five laps and was ahead of him on the next. Thompson, in sixth place, looked most threatening of the faster cars at this stage, while J. J. Flynn (M.G. 1,250 s) was tenth, and Kelly fifteenth. Thompson started the last lap in third place, with Flynn fourth and Kelly tenth. Kelly came right up, and on the 2½-mile straight shot by car after car to pass O'Mahoney and Flynn less than a quarter of a mile from the finish, and take third place.

RESULTS (8 laps of 6.09-mile circuit)

1, D.K.W. 896 (W. L. Hennessy), handicap 2 laps and 30s, 36m 43s, 64.04 m.p.h.
2, T.R.S. 1,089 (J. A. Thompson), 1 lap and 2m, 37m 38s, 71.75 m.p.h.
3, Jaguar 3.442 (J. Kelly), scr., 37m 56s, 86.11 m.p.h.*
4, M.G. 1,250 s (J. J. Flynn), 1 lap and 30s, 38m 1s, 74.07 m.p.h.*
5, Volkswagen 1,192 (J. O'Mahoney), 2 laps and 2m 30s, 38m 2s, 59.98 m.p.h.
6, Iona Spl. 1,287 (M. P. Cahill), 1 lap and 1m, 38m 9s, 72.74 m.p.h.*
Fastest lap: Jaguar (J. Kelly), 4m 6s, 89.09 m.p.h.
* Class winner.

Silverstone scene: Alfred Neubauer, Mercedes-Benz team chief, supervises a none-too-happy pit signal to Fangio.

Alpine Rally Results

(Report on pages 124-128)

Here are the full class results of the Alpine Rally, together with the best class times set up in the special tests.

CLASS RESULTS

Up to 750 c.c.
1, Renault 748 (Redelé and Pons), 0 penalty marks.
2, Renault 748 (Lesur and Foulgoc), 0.
3, Renault 748 (Savoye and Mme. Savoye), 3,201.

751 to 1,000 c.c.
1, D.K.W. 896 (Meier and Luba), 0.
2, D.K.W. 896 (Schluter and Schellhaas), 270.
3, Panhard 850 (Chieusse and Moneger), 658.

1,001 to 1,300 c.c.
1, Denzel 1,286 (Denzel and Stroinigg), 0.
2, Peugeot 1,290 (Guiraud and Beau), 0.
3, Peugeot 1,290 (Barbier and Rastit), 9.
4, Porsche 1,286 (Sauerwein and de Metternich), 10; 5, Fiat 1,100 (Zeller and Willberger), 199; 6, M.G. 1,250 (Cunane and de Vadder), 228; 7, M.G. 1,250 (Lusty and Llewellyn), 366; 8, Peugeot 1,290 (Mme. Terray and Mme. Gordine), 718; 9, Peugeot 1,290 (Cattieuw and Bonavero), 1,855; 10, Peugeot 1,290 (Ripoteau and Courtet), 8,728.

1,301 to 1,600 c.c.
1, Porsche 1,497 (Barre and Mme. Galland), 125.
2, Porsche 1,497 (Atkins and Rexroth), 560.

1,601 to 2,000 c.c.
1, Frazer-Nash 1,971 (O'Hara Moore and Gott), 0.
2, Triumph 1,991 (Gatsonides and Slotemaker), 0.
3, Triumph 1,991 (Kat and Tak), 70.
4, Triumph 1,991 (Richardson and Heathcote), 220; 5, A.C. 1,991 (Slatter and Hinton), 290; 6, Alfa Romeo 1,884 (Houel and Coategal), 868; 7, Morgan 1,991 (Howard), 1,137.

2,001 to 2,600 c.c.
1, Aston Martin 2,850 (Burton and Burke), 0.
2, Salmson 2,248 (Rauch and Bousson), 0.
3, Sunbeam Alpine 2,267 (Moss and Cutts), 0.
4, Sunbeam Alpine 2,267 (Murray Frame and Pearman), 1; 5, Sunbeam Alpine 2,267 (Miss Van Damm and Mrs. Hall), 413; 6, Sunbeam Alpine 2,267 (Orr and Lewis), 739; 7, Sunbeam Alpine 2,267 (Hartwell and Deane), 528; 8, Salmson 2,248 (Cotton and Lemerle), 4,521.

Over 2,600 c.c.
1, Jaguar 3,442 (Haddon and Vivian), 220.
2, Jaguar 3,442 (Scott and Cunningham), 290.
3, Austin-Healey 2,660 (Flower and McMillen), 469.
4, Austin-Healey 2,660 (Stross and Mason), 505.

General classification—series production touring cars.
1, D.K.W. 896 (Meier and Luba), 0.
2, Fiat 1,100 (Zeller and Willberger), 199.
3, D.K.W. 896 (Schluter and Schellhaas), 270.

Coupe des Dames: 1, Sunbeam Alpine 2,267 (Miss Van Damm and Mrs. Hall), 413; 2, Peugeot 1,290 (Mme. Terray and Mme. Gordine), 718.

One-make team prize: Triumph 1,991—Gatsonides and Slotemaker, Kat and Tak, Richardson and Heathcote. This team also won the prizes for the best non-French team and the best team performance in the special tests.

French team prize: Peugeot 1,290—Guiraud and Beau, Barbier and Rastit, Mme. Terray and Mme. Gordine.

Best Class Performances in Special Tests

Speed Test—Munich

Up to 750 c.c.: Renault 748 (Redelé and Pons), 45.8s. **751 to 1,000:** Panhard 850 (Parucci and Martin), 43.3s. **1,001 to 1,300:** Denzel 1,286 (Denzel and Stroinigg), 33.5s. **1,301 to 1,600:** Porsche 1,286 (Atkins and Rexroth), 36.1s. **1,601 to 2,000:** Frazer-Nash 1,971 (O'Hara Moore and Gott), 33.4s. **2,001 to 2,600:** Aston Martin 2,580 (Burton and Burke), 35s. **Over 2,600:** Jaguar 3,442 (Scott and Cunningham), 31.8s.

Timed Climb—Pordoi Pass

Up to 750 c.c.: Renault 748 (Redelé and Pons), 47m 8.2s. **751 to 1,000:** D.K.W. 896 (Meier and Luba), 47m 57.2s. **1,001 to 1,300:** Denzel 1,286 (Denzel and Stroinigg), 43m 36.2s. **1,301 to 1,600:** Porsche 1,497 (Barre and Mme. Galland), 45m 24.8s. **1,601 to 2,000:** Alfa Romeo 1,884 (Houel and Coategal), 44m 12s. **2,001 to 2,600:** Aston Martin 2,580 (Burton and Burke), 44m 3.8s. **Over 2,600:** Jaguar 3,442 (Scott and Cunningham), 45m 9.8s.

Timed Climb—Stelvio Pass

Up to 750 c.c.: Renault 748 (Lesur and Foulgoc), 20m 25.2s. **751 to 1,000:** D.K.W. 896 (Schluter and Schellhaas), 20m 26.4s. **1,001 to 1,300:** Denzel 1,286 (Denzel and Stroinigg), 18m 15.4s. **1,301 to 1,600:** Porsche 1,497 (Atkins and Rexroth), 18m 41.6s. **1,601 to 2,000:** Frazer-Nash 1,971 (O'Hara Moore and Gott), 17m 24.4s. **2,001 to 2,600:** Aston Martin 2,580 (Burton and Burke), 17m 49.6s. **Over 2,600:** Jaguar 3,442 (Scott and Cunningham), 17m 20.2s.

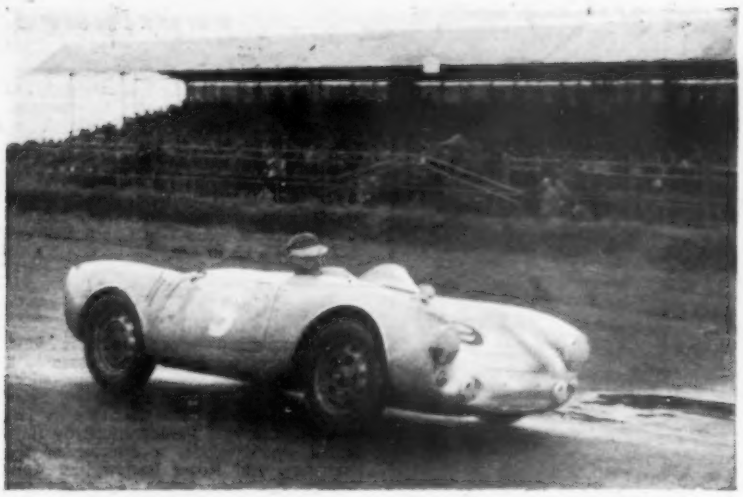
Timed Climb—Cayolle Pass

Up to 750 c.c.: Renault 748 (Lesur and Foulgoc), 6m 56.6s. **751 to 1,000:** D.K.W. 896 (Meier and Luba), 7m 15.4s. **1,001 to 1,300:** Denzel 1,286 (Denzel and Stroinigg), 6m 16.4s. **1,301 to 1,600:** Porsche 1,497 (Barre and Mme. Galland), 7m 5s. **1,601 to 2,000:** Frazer-Nash 1,971 (O'Hara Moore and Gott), 6m 24.4s. **2,001 to 2,600:** Aston Martin 2,580 (Burton and Burke), 6m 38.2s. **Over 2,600:** Jaguar 3,442 (Haddon and Vivian), 6m 47.6s.

Acceleration and Braking—Cannes

Up to 750 c.c.: Renault 748 (Lesur and Foulgoc), 32.2s. **751 to 1,000:** D.K.W. 896 (Meier and Luba), 33.2s. **1,001 to 1,300:** Denzel 1,286 (Denzel and Stroinigg), 31.8s. **1,301 to 1,600:** Porsche 1,497 (Barre and Mme. Galland), 32.2s. **1,601 to 2,000:** Morgan 1,991 (Howard), 28.8s. **2,001 to 2,600:** Sunbeam Alpine 2,267 (Miss Van Damm and Mrs. Hall), 32.2s. **Over 2,600:** Austin-Healey 2,660 (Stross and Mason), 29.4s.

H. O'Hara Moore and J. Gott, seen here in their Frazer-Nash, won the 2-litre class in the Alpine Rally and also *The Autocar* Trophy for the best performance by a British car.



THE SPORT

by

J. A. Cooper

Although the larger Porsche was defeated by the Lotus-M.G.s in the first sports car race at Silverstone, the 1,100 c.c. model driven by H. von Hanstein won its class. Here it is at Stowe corner.

ALPINE RALLY • SILVERSTONE • NEW B.R.M.

LAST week was certainly something of an occasion, what with both the Alpine Rally and the British G.P. to occupy the attention. This country did well in the former event; Stirling Moss' private gremlin relaxed its attentions for a moment and permitted him to get his gold cup, only the second to be awarded; Triumphs took no fewer than three of the four team prizes, and Aston Martin, Frazer-Nash and Jaguar cars all scored class victories. If there had been a general classification, apart from the subsidiary one for production touring cars alone, the Denzel would have been an easy winner, with almost 1,000 bonus marks more than the two Renaults; the Frazer-Nash would have been fourth and Gatsonides' Triumph sixth. Sheila Van Damm once more deserved her victory in the *Coupe des Dames* with her Sunbeam Alpine.

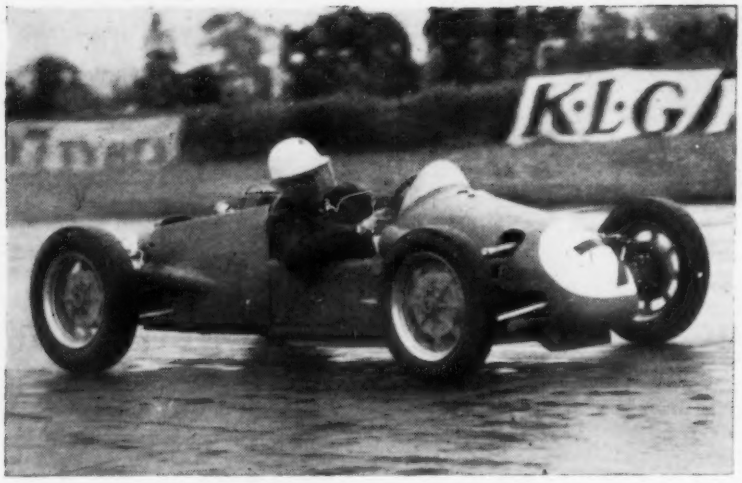
OUTSTANDING points about the Silverstone meeting were the remarkable Lotus performance in the 1½-litre sports category, and the Aston Martin showing in the 3-litre equivalent; Stirling Moss' terrific drive in the 500 c.c. class (the car is very fast, but not *that* much faster than its rivals!); and the Mercedes-Benz eclipse.

Rarely can so much attention have been focused on one team at a British race with so little reward. One thing was obvious; although the Mercedes are very fast indeed on the straights, their cornering is not up to that of the latest Ferraris and Maseratis even in the dry—and when the roads are wet it is not good by any Grand Prix standards. Of course, these were the cars designed for use on very fast circuits such as Rheims and Monza; had the new car (without all-enveloping body) been ready in time, the story might have been different. The answer to that question must wait until the European G.P. at the Nurburgring on August 1, when it is certain that the German firm will be doing everything possible to score a victory on its home ground.

OF the drivers in the Grand Prix, Fangio made the most of what the Mercedes would do. Gonzalez drove really brilliantly, Moss and Hawthorn almost equally so (but the former does have some shockingly bad luck, and there is no other word for it). Marimon, too, drove a good race and is improving, although he was a little wild at times. Ascari did not do so well; although he was among the drivers who equalled the existing formula 1 lap record, it was fairly clear that he was asking too much from the Maserati engines—perhaps the Ferraris to which he is accustomed are more able to stand up to that sort of treatment! Among the British car entries, Collins went well until the Vanwall rebelled, and Gerard and Beauman both drove very good races in their 2-litre cars, although overshadowed by the main struggle. Of the seven drivers who shared the honour of fastest lap, it is interesting to record that Moss actually achieved the 1m 50s figure on six occasions, five of which were on consecutive laps; now that *is* consistent. Incidentally, lap times at these B.R.D.C. meetings are quoted only in minutes and seconds, fractions being discounted; in many ways this is a good idea for with the varying human elements which form part of stopwatch pressing, it is doubtful if any much greater accuracy is ever really achieved.

Jose Froilan Gonzalez, 32-year-old Argentinian, looks justifiably happy as he climbs from his Ferrari after his victory in last Saturday's British Grand Prix. This now brings him into second place in the World Championship, with 15 points against the 28 amassed by Fangio.

THE SPORT . . . . . continued



Stirling Moss, in Beart's Cooper-Norton, was completely unchallenged in the Silverstone 500 c.c. race—some consolation for his Grand Prix ill-luck.

THAT likable Texan, Carroll Shelby, who has been over on this side of the Atlantic for some months, driving his Aston Martin DB3S very well in many events, is going home in a few weeks' time. As he himself put it, his wife is "sure getting belligerent!" He will be missed, and we can only hope that he will be able to fulfil his ambition to return here for next season's competitions.

TOMORROW the Welsh Motor Racing Club is holding a national race meeting on its circuit at Fairwood, near Swansea. There are races for 500 c.c. racing cars and sports cars of under and over 2,500 c.c., and a good entry has been received, especially in the first-mentioned class. On the same day, the Aston Martin O.C. has its St. John Horsfall Trophy race meeting at Silverstone, with a total entry of 111 cars. The entries for the major event (restricted to Aston Martins) range from the old Razor Blade and 16-valve 1923 G.P. cars to Shelby's DB3S, covering most other models of the marque on the way. The relay race should also be excellent, with team entries of Aston Martin (3), Lagonda (2), Morgan (2), Bentley, Jaguar, Riley, Healey and Silverstone Healey cars. Add to these events various rallies, and the general picture in the competition world remains a busy one—but let us hope that the weather is kinder than it was last Saturday.

SOME preliminary details of the new B.R.M. project for formula 1 racing have now been disclosed; the car will have a light tubular frame, with i.f.s. (employing double wishbones and hydraulically controlled air struts) and a de Dion rear axle layout. The complete car will be very small and light, and disc brakes form part of the specification. The engine will be an unsupercharged 2½-litre over-square four cylinder unit with hemispherical combustion chambers and twin overhead camshafts. Next season is spoken of as the probable time for the new car's debut. Meanwhile the existing supercharged 1½-litre B.R.M.s will continue to be used in such *formule libre* events as may be held (for instance, at Snetterton on August 14 and at Castle Combe on August 28), while Ken Wharton is, of course, driving the new Grand Prix Maserati purchased by A. G. B. Owen for this year's formula 1 events.

THE project for building a racing circuit in Bulstrode Park, near Gerrards Cross in south Buckinghamshire, came into the news again last week when its opponents suffered a reverse at a meeting of Denham council. Several of the local councils have been stated to oppose the scheme, which has aroused a good deal of criticism among local residents, and a resolution was put to the Denham meeting proposing that they, too, should join in the opposition. However, it was defeated; among the points raised by speakers was the possibility of national prestige being furthered by the existence of a circuit of this scope and nature in this country, which it was felt should be a consideration big enough to override minor inconveniences caused to individuals. The subject will also be raised at a meeting of the Eton council on July 27.

MEANWHILE, the committee which was set up by Scottish enthusiasts to investigate the possibility of obtaining additional financial support to permit the continued staging of races on the circuit at Charterhall, in Berwickshire, has issued a statement on its findings. Wisely, the conclusion has been reached that there is little or no hope of making the business of race promotion pay; but it is felt that racing enthusiasts may be willing to accept part of the financial risks involved to keep the sport alive in Scotland. On the basis of subscriptions already promised, sufficient capital could probably be raised to keep things going for a further five years. No alternative circuit can be found at present.

The Winfield Joint Committee, responsible for previous Charterhall meetings, has now announced that the international meeting scheduled for this circuit on October 2 will definitely take place, and the investigation committee is making available to this body the results of its work and the details of the promised financial support so far received. So, for the present, it seems that Charterhall will get a new lease of life.

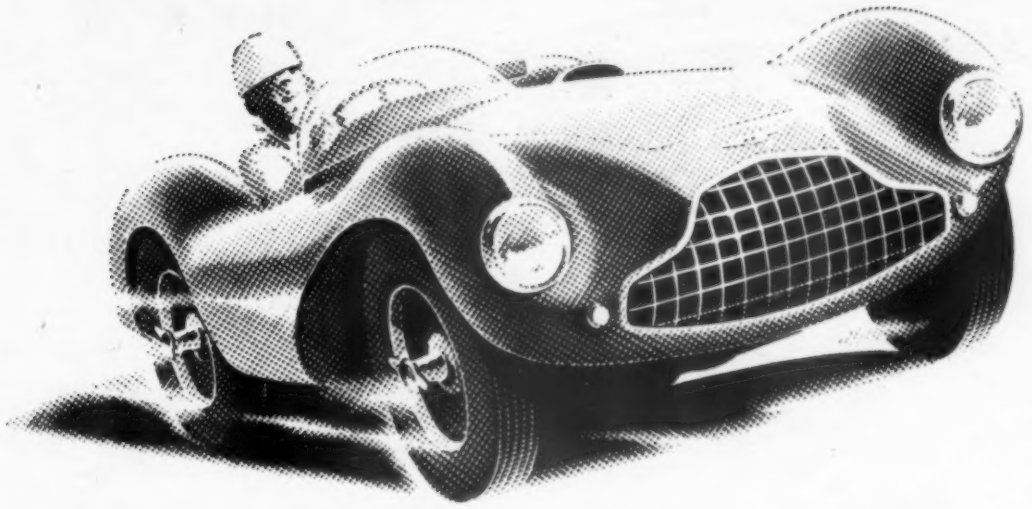
OF the many pictures taken at Le Mans, some of the most realistic are in a collection of stereoscopic colour slides made by Stereo Techniques, 36, Soho Square, London, W.1, and shown last week in London. Photographed by Raymond Spottiswoode, a director of the company, and Roger Barlow, the well-known American sports car driver and writer (in Europe to take delivery of his new M.G. with an Italian body), these number 120, and will be available on hire to clubs, either with a projector for screen showing or with table viewers.

For use with the projector, if required, there is also a good recorded commentary by Roger Barlow. Scenes around the track and at the pits are particularly successful, and give a very vivid impression of the Le Mans scene, but the few shots of cars at speed fail to capture the car itself clearly, owing to speed limitations in the cameras and film used, although the backgrounds are impressive. These slides, viewed through special spectacles, are excellent entertainment and reach a high standard of stereoscopic technique.

COMING SHORTLY

JULY 24.—Welsh M.R.C. Race meeting, Fairwood, near Swansea, Glamorgan.
24.—Aston Martin O.C. St. John Horsfall race meeting, Silverstone, Northamptonshire, 11 a.m.
24.—Midland A.C. Gymkhana and hill-climb, Shelsley Walsh, near Worcester.
24.—Grimsby M.C. Veteran and Vintage car rally, The Promenade, Cleethorpes, Lincolnshire, 12 noon.
24-25.—Thames Estuary A.C. Southend Three Hundred Rally, Chalkwell Park, Westcliff-on-Sea, Essex, 8 p.m.
24-25.—West Hants and Dorset C.C. Graham Cup Night Trial, Whitchurch Service Station, Winterbourne Whitchurch, Dorset, 10 p.m.
24-25.—Sunbeam Register. Wolverhampton Week-end.
24-25.—Rhyl M.C. Mid-Summer Rally, Central Garage, Rhyl, Flintshire, 10.30 p.m.
25.—**Portuguese G.P., Lisbon.**
25.—**Caen G.P., France.**
25.—Maidstone and Mid-Kent M.C. Speed event, Brands Hatch, near Fawkham, Kent, 12.30 p.m.
25.—20-Ghost Club. Rolls-Royce Golden Jubilee Rally, Albert Memorial, Kensington Gardens, London, S.W.7, 12 noon.
25.—Aston Martin O.C. *Concours d'élégance*, Spread Eagle Hotel, Thame, Oxfordshire, 10.30 a.m.
25.—Sunbeam M.C.C. Commemoration Rally, California, near Wokingham, Berkshire, 11 a.m.
28-AUGUST 1.—**Evian-Mont-Blanc-Mégève Rally, France.**
31.—Bentley D.C. Race meeting, Silverstone, Northamptonshire, 11.30 a.m.
31.—West Cornwall M.C. Hill-climb, Trengwainton, Madron, near Penzance, Cornwall, 5 p.m.
AUGUST 1.—**European G.P., Nurburgring, Germany.**
2.—**Half-Litre C.C. Race meeting, Brands Hatch, near Fawkham, Kent, 11 a.m.**
2.—B.A.R.C. Race meeting, Crystal Palace, London, S.E.19, 2 p.m.
2.—Cornwall M.R. Race meeting, Davidstow, Cornwall.

ASTON MARTIN chose CASTROL



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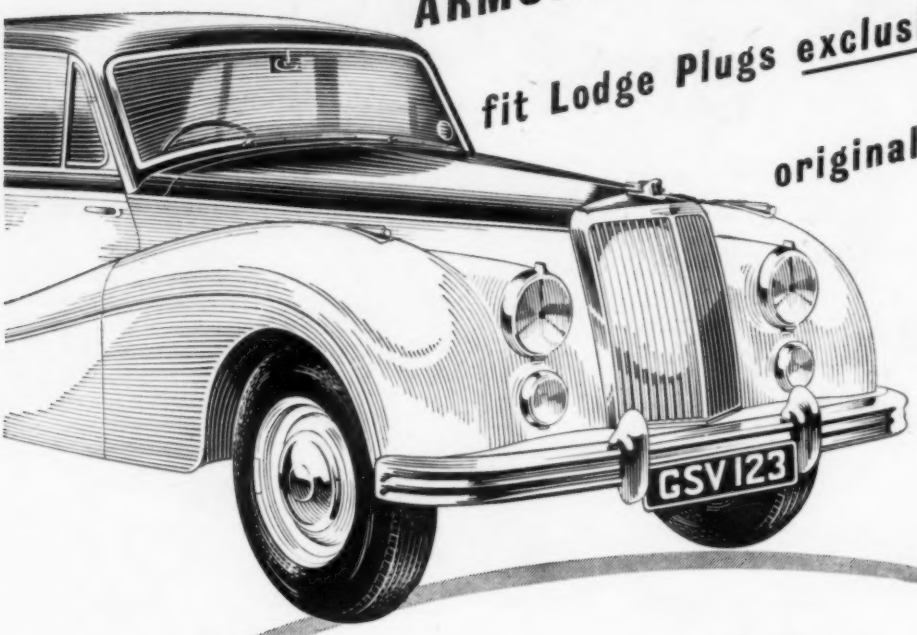

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CLUB NEWS

London M.C.—Two very successful events were held at Annecy, in France, last month. The first of these, *Le Petit Rallye*, held on June 17 under ideal conditions and in brilliant sunshine, was won by P. S. Hughes driving a Harfeach Special. The third annual French Sporting Trial took place on Sunday, June 20, watched by an enthusiastic crowd of French spectators. H. R. Smart's win in this event was particularly popular, as he was the only competitor who had driven his trials car all the way to Annecy.

RALLY RESULTS

1, Harfeach Spl. (P. S. Hughes), 0 marks lost, 85.6s aggregate test times; 2, Triumph TR2 (P. Johnson), 0, 87.4s; 3, Ford Spl. (P. Clegg), 0, 92.0s; 4, Sunbeam-Talbot (K. W. Monk), 0, 92.7s; 5, Bristol 403 (L. F. Parham), 0, 94.2s; 6, Morgan Plus Four (L. Jenner), 0, 96.2.

Coupe des Dames: Ford Zephyr (Mrs. B. Fravling), 0, 104.6s. **Team Prize:** Morgan Plus Four (L. Jenner), Harfeach Spl (P. S. Hughes) and M.G. TD (M. J. Hawley).

TRIAL RESULTS

1, B.S.T. 1,172 (H. R. Smart), 116 marks gained; 2, Clegg Spl. 1,172 (P. Clegg), 115; 3, Paul Spl. 1,172 (R. W. Faulkner), 114; 4 (tie), Harfeach 1,172 (N. P. Kennedy) and Atkinson Spl. 1,245 (P. Atkinson), 109; 6, Kemp Spl. 1,172 (R. Kemp), 106. **Team prize:** Appleton Spl. 1,172 (J. H. Appleton), Price Spl. 1,172 (D. W. Price, jnr.), and Paul Spl. 1,172 (R. W. Faulkner).

Liverpool M.C.—Competitors in the Summer Sporting Rally, held on the night of July 3-4, met with conditions reminiscent of a winter trial. Stormy weather had made the course difficult, and only 16 of the 38 starters finished. Of the two entrants unpenalized at the end of the road section, L. Windsor, driving an M.G. TF, narrowly beat J. Roberts, driving a TC model, in the special tests. The results are as follows:—

Best performance: M.G. TF (L. Windsor). **Class winners:** Volkswagen (M. Hinde); M.G. TC (J. Roberts); Sunbeam-Talbot (O. G. Sterling). **Ladies' award:** Austin (Miss P. Butler).

A meeting consisting of driving tests will be held at the U.S.A.F. air base at Burtonwood on Sunday, August 1. Details and regulations are obtainable from Miss Pauline Butler, 28, Leslie Road, Toll Bar, St. Helens, Lancashire. Invited clubs: B.A.R.C. Bolton-le-Moors, Lancashire and Cheshire, Blackpool and Fylde, Wirral 100, Rhyl and District, and Mid-Cheshire C.C.

B.A.R.C.—The first members' meeting on the Aintree circuit (on July 10) took the form of speed trials for touring and sports cars. There were 44 entries and competitors had three practice runs during the morning and two timed runs during the afternoon. Fastest time of the day was a tie between J. P. Chapman in a Chapman Mercury Special and R. A. R. de Larrinaga in an Allard, both drivers taking 26.2 seconds for the 880-yard course. The fastest saloon was a Healey driven by E. B. Wadsworth.

Class winners: Frazer-Nash (A. M. Park), 27.6s; Healey (E. B. Wadsworth), 31.0s; Austin A.90 Spl (T. Wilkinson), 33.6s; Cooper-M.G. (J. P. Hacking), 28.6s; Healey (M. J. Clay), 28.4s; Jaguar XK120 (L. S. Stross), 28.0s; Porsche (E. B. Wadsworth), 31.8s; Healey (T. H. Warburton), 34.0s.

Cemian M.C.—The second Coronation Rally was held on Saturday night, July 3. The 220-mile route, starting from Blackbushe, was divided into five sections, and a regularity test was also included. Nine competitors completed the road section without loss of marks and the winner was decided by the results of the regularity test.

Results: Coronation Cup (best performance): M.G. TC (A. D. Frost), 2.52 marks lost. **Class awards:** Volkswagen (J. Collins), 6.72; M.G. TF (S. Moore), 2.82; Triumph (P. Still), 3.24. **Awards of merit:** Triumph (D. Llewellyn-Rees), 3.53; Austin A.90 (V. Lovett), 4.97; Vauxhall Wyvern ("The Badgers"), 8.16; Morris (R. C. Smith), 9.01. **Best Cemian M.C. member:** Ford Zephyr (E. Chandler), 6.54. **Team award:** Harrow C.C. —Triumph (D. Llewellyn-Rees), Austin A.90 (V. Lovett) and Triumph (P. Still). **Navigators' awards:** R. E. Reynolds, M. N. Ness, Miss J. Chesterton and J. Carter.

Brighton and Hove M.C.—There were 66 starters in the club's annual Brighton Rally held on Saturday, July 10. This year the event qualified towards the Silver Star of the British Trials Drivers' Association and it was open to members of the B.A.R.C., the Citroen Car Club, the Hants and Berks M.C., the London M.C., the Mid-Surrey A.C., the Thames Estuary A.C. and the West Essex Car Club, besides those of the organizing club.

It resulted in an outright win for Dr. J. T. Spare, of the London Motor Club, in his Morgan Plus Four with Vanguard engine, who beat P. W. S. White's Morgan with TR2 engine, which in turn vanquished five Triumph TR2s to win the 2-litre class.

The rally started at 6.30 a.m. from both London and Brighton, with cars leaving at minute intervals for a 30 m.p.h. scheduled road section ending at Goodwood after 60 miles. There was a secret time check position after the only difficult section. After breakfast at Goodwood there was a regularity test over three laps to be covered at exactly the same speed.

Clayton Trophy (best performance): Morgan (J. T. Spare). **Class winners: Closed cars up 1,000 c.c.:** Morris (J. V. W. Bidwell). **1,001 to 1,300:** Ford (P. G. Elbra). **1,301 to 2,000:** Porsche (E. D. Woolley). **Over 2,000:** Jaguar (M. Mostyn). **Open cars 1,001 to 1,300 c.c.:** M.G. (M. J. Lawrence). **1,301 to 2,000:** Morgan (P. W. S. White). **Over 2,000:** Austin-Healey (F. M. Baker). **Specials and supercharged cars:** M.A.S. (L. S. Norman).

Taunton M.C.—The ninth Annual Rally, held on Sunday, July 11, attracted an entry of 35. The course, which covered 150 miles, included eight special tests and eight time checks. Provisional results are as follows:

Rally Trophy (best performance): Morgan Plus Four (J. T. Spare), 84 marks lost. **Auto Trophy (runner-up):** Triumph TR2 (T. Pascoe), 246. **Taunton M.C. Cup (best on handicap):** M.G. (M. P. W. Britton), 248. **Class awards:** Hillman (A. G. Overton), 364; Ford Zephyr (N. H. W. Cordwent), 290; Morris Spl. (K. Evans), 362.

Nottingham S.C.C.—A feature of the Silverstone race meeting to be held on August 14 is the inclusion of two races for production cars. There will be sports car and 500 c.c. events, also a *formule libre* race and a handicap race for Vintage cars. Invited clubs are B.A.R.C., Bristol M.C. and L.C.C., Mid-Cheshire M.C., Seven Fifty M.C., Half-Litre C.C. and V.S.C.C. Entries should be sent, before July 31, to M. J. Andrew, Leen Valley Dyeworks, Bulwell, Nottingham.

D.K.W. Owners' Club.—A joint meeting of the Northumberland and the Cheshire and District branches will be held at Newby Hall, near Ripon, on July 25. Members are asked to meet at the Market Place, Ripon, at 1.30 p.m. Full particulars are available to non-members from D. Lister, 38, Windsor Terrace, South Gosforth, Newcastle-on-Tyne, 3.

M.C.C.—The results of the Whitsun Rally, held on June 4-5, have now been announced.

Best performance: M.G. TD 1,250 (H. F. Dawe-Lane and J. R. Dudgeon). **Class awards: Touring cars up to 1,300 c.c.:** Ford 1,172 (J. R. Whalley). **1,301 to 2,000:** Ford 2,262 (C. A. L. Gear). **Over 2,000:** Jaguar 3,442 (W. F. Mead).

Sports cars up to 1,300 c.c.: Dellow 1,172 (T. J. Threlfall). **1,301 to 2,000:** Morgan 1,991 (W. A. G. Goodall). **Over 2,000:** Austin-Healey 2,660 (D. H. Perring).

Specials: Ford 1,172 (H. B. Woodall).

First-class awards: Morris 800 (J. Friend); Triumph 1,991 (Mrs. R. Beaumont); Austin 800 (P. Small); Buckler Kendon Spl 1,172 (D. H. C. Woolridge); M.G. 1,250 (K. V. Walker); Austin 2,660 (E. T. Pritchard); Triumph 1,991 (J. W. Waddington) Allard 3,917 (J. P. Davis) Dellow 1,172 (E. G. Walsh); Riley 2,443 (J. W. Bowdage); Ford 2,262 (G. Wood); Morris 800 (D. J. T. Randall); Jaguar 1,776 (F. C. W. Emery); Riley 1,496 (G. A. Lewis); Morgan 1,991 (P. W. S. White); Ford 1,172 (E. G. Smith); Morgan 2,088 (P. Norgard); Jowett Javelin 1,486 (K. Brierley).

Second-class awards: Austin-Healey 2,660 (G. K. Horner); Ford 3,200 (J. P. Booth); Healey 2,443 (J. B. Cohen); Riley 2,443 (R. G. Lewis); M.G. 1,250 (P. J. Anton); Triumph 1,991 (J. H. King); Vauxhall 2,262 (J. R. Platt); Dellow 1,172 (Mrs. N. Parsons); Austin 1,200 (R. Willson); M.G. TC 1,250 (E. Manaton); Austin Grasshopper 747 s (R. J. P. Morley); Vauxhall 2,275 (L. G. Nicholls); Hillman 1,265 (K. F. A. Walker); Jowett Javelin 1,486 (R. Guillaume); Singer 1,074 (J.; L. Horrell); Citroen 1,911 (B. M. Rogers); Land Rover 1,997 (A. H. Baker); Morgan 1,991 (B. A. Roy); Dellow 1,172 (A. E. Cleghorn); Triumph 1,991 (D. W. Watkin); Riley 2,443 (E. W. Anson); Sunbeam-Talbot 2,267 (Mrs. D. J. Foreman); Citroen 1,911 (W. T. Harris); H.R.G. 1,495 (A. G. Norgard); M.G. TD 1,250 (C. R. Q. Bacon); M.G. 1,250 (S. G. Cobban); Morgan 2,088 (E. W. James); Austin 1,200 (E. L. Levinson).

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AUSTIN A.40 van. Overriders. Extra seat	£493	8	9
DAIMLER "Conquest" Saloon	£1,511	5	10
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STANDARD "Vanguard" Estate car, radio and heater	£953	2	6

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1954 CHEVROLET Two-Ten series 4-door saloon, R.H.D. Powerglide transmission, radio and heater, 700 miles only £2,145

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1954 MORRIS Minor saloon de Luxe, 2,000 miles only £595

1951 WOLSELEY "6/80" sal., 18,000 miles only £535

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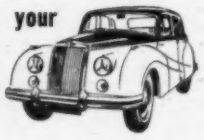

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IN BRIEF

M. Auguste Dutreux, president of the Société Anonyme des Pneumatiques Dunlop, of Paris, died recently. He was 82.

Geo. H. Kendrick, Ltd., Carters Green, West Bromwich, Staffordshire, are holding a Standard service week from August 23.

A new showroom of 2,160 sq ft at the Glasgow garage of David Blane and Son, Ltd. was opened by Provost Allan McLean on July 12.

Accessory boxes containing all sizes of plug washers and terminals have been introduced for garage men by Lodge Plugs, Ltd., Rugby.

Tudor Accessories, Ltd., Beaconsfield Road, Hayes, Middlesex, have started a 3,000ft extension to their factory, which was completed for the prevailing production last September.

On Friday, July 23, the Trico-Folberth works at Brentford, Middlesex, will close for a holiday, and will reopen on Tuesday, August 3. Marchal Distributors, Ltd., will close for the same period.

A 24-hour service of shot blasting is now offered by R. J. Richardson and Sons, Ltd., Commercial Street, Birmingham, 1. The process is used for the removal of scale and rust from components by manufacturers and repair shops.

It is estimated that 30,000 people visited the Production Exhibition at Olympia, London, in the week July 7-14 during which it was open. H.R.H. The Duke of Edinburgh was among the visitors. About 400 firms arranged for parties to make visits.

The time and distance recording speedometer of Hildebrandt Beil and Co., a Berlin firm, for which the concessionnaires in this country are the Car Collection Co., Ltd., 7, Kendall Place, London, W.1, will soon be sold in Great Britain at £39.

A new petroleum depot was opened at Workington, Cumberland, by Shell-Mex and B.P., Ltd., on July 9. This big depot receives its main supplies by sea, in small tankers, direct from Shell and Anglo-Iranian refineries. Lorry yards and tank compounds are floodlit for night working.

From July 26, Raybestos Belaco, Ltd. are supplying complete sets of Borg and Beck clutch plates faced with Raybestos, which is a new departure for this firm. Both Standard and long-life de luxe plates are listed in a new catalogue, available from Everite House, Southwark Street, London, S.E.1.

Laycock Engineering, Ltd. have appointed Mr. R. J. Foster as city contracts representative, garage equipment division, at 37, Portman Square, London, W.1 (Telephone Welbeck 1621). Mr. R. Stevens takes over the remaining London representation, at 70, High Road, Chiswick (Chiswick 5088).

Vokes, Ltd., the filtration and silencing engineers, changed their London office this month to 123, Victoria Street, S.W.1. (Victoria 4550.)

The manufacturers of the spring dampers fitted on the Sebring Frazer-Nash were incorrectly named in *The Autocar* last week. They are made by the Andre company.

If you want to *Say It in German, Italian, Spanish or French*, one of four booklets issued by Esso Petroleum Company, Ltd. will help with the appropriate phrase. These brochures cost 6d each from any Esso dealer in the United Kingdom.

What Every Engineer Should Know About Rubber, by W. J. S. Naunton, is published by the British Rubber Development Board, Market Buildings, Mark Lane, London, E.C.3, and is an illustrated text-book fully described by its title. It costs 3s 6d and contains 126 pages, with illustrations.

Last Tuesday the British School of Motoring held a luncheon in London to celebrate their tuition of 1,000,000 pupils since the introduction of the driving test in 1934. The guest of honour was the Minister of Transport. Commenting on suggestions that pupils of driving schools were put through the test more easily than other learners, Miss D. McCann, the assistant managing director, said that any school that uses qualified instructors and properly equipped cars, and that has an understanding of the psychology of tuition, inevitably produces better results than "the man next door."

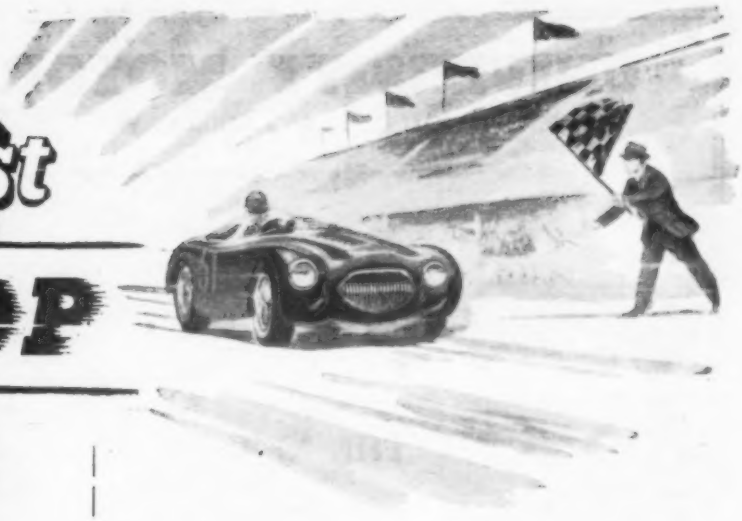
The winners of the various events in the British Grand Prix meeting at Silverstone last Saturday used the following equipment:

Grand Prix: (Ferrari) Shell fuel and oil, Weber carburettors, Marchal plugs, Pirelli tyres, Ferodo brake linings, Finiac fuel pump, Marelli ignition, Houdaille spring dampers, Borrani wheels. **500 c.c.:** (Cooper) Shell fuel and oil, Amal carburettor, K.L.G. plugs, Continental tyres, Ferodo brake linings, A.C. fuel pump, Lucas ignition, Girling spring dampers. **Sports cars up to 1,100 c.c.:** (Porsche) Esso fuel, Weber carburettors, Bosch plugs and ignition, Dunlop tyres, Mintex brake linings, Castrol oil, Puls fuel pump, F. and S. spring dampers. **1,101 to 1,500:** (Lotus) Esso fuel and oil, S.U. carburettors and fuel pump, Lodge plugs, Dunlop tyres, Mintex brake linings, Lucas ignition, Woodhead spring dampers, West London wheels. **1,501 to 2,000:** (Lister-Bristol) B.P. fuel and oil, Solex carburettors, K.L.G. plugs, Dunlop tyres and wheels, Mintex brake linings, AC and S.U. fuel pumps, Delco-Remy ignition, Woodhead Monroe spring dampers. **2,001 to 3,000:** (Aston Martin) Esso fuel, Weber carburettors, K.L.G. plugs, Avon tyres, Mintex brake linings, Castrol oil, S.U. fuel pump, Lucas ignition, Armstrong spring dampers, Borrani wheels. **Over 3,000:** (Lagonda) as Aston Martin, except for Plessey fuel pump.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks:—

No. 16947. Handbooks Required
"H.H.S."—1935 Type 319-45 Frazer Nash-B.M.W.
"B.E.K."—1936 Vauxhall Big Six.
"J.H.S."—1939 6-cylinder Wanderer.
"R.L.C."—1933 Standard Sixteen.
"D.D."—1931-34 Swallow Wolseley Hornet two-seater.
"F.L.W."—1933 Morris Minor.
"L.W."—1947 Austin Eight workshop manual.
"F.M.P."—1934 Lanchester Ten.
"S.E.W."—1946 Humber Super Snipe.



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2 VICTORIES for the DAVID BROWN ASTON MARTINS

ALPINE CUP. David Brown, the makers of the Aston Martin, congratulate Mr. A. J. Burton and his co-driver Mr. H. Burke, on winning a much coveted Alpine Cup for their 3,200 miles penalty-free driving in the International Alpine Rally. They were also outright winners of the 2.6-litre class.

SILVERSTONE. First, Second, Third places and Manufacturers' Team Prize were triumphantly carried off by the David Brown équipe in the Over 1½-litre Sports Car Race. Fourth — the David Brown Lagonda.

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GOLD CUP won by STIRLING MOSS & JOHN CUTTS . . .
SUNBEAM-ALPINE.
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Congratulations too to SHEILA VAN DAMM & ANNE HALL in a SUNBEAM-ALPINE for winning the Ladies' Cup.
Also to E. J. HADDON for winning an Alpine Cup in his JAGUAR.

AND SILVERSTONE, JULY 17th

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SPORTS CAR RACE
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Aston Martin

Also Using Essolube Motor Oil
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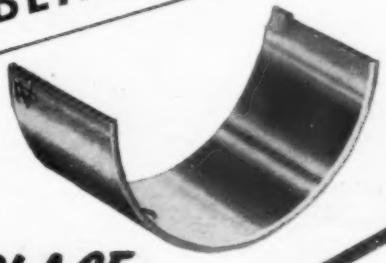

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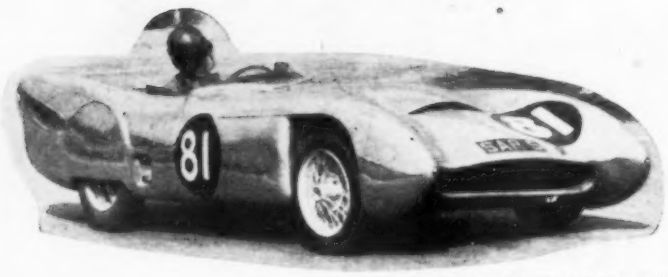

Photo by courtesy of "Autosport"

Colin Chapman in action in his Laystall equipped Lotus/M.G.

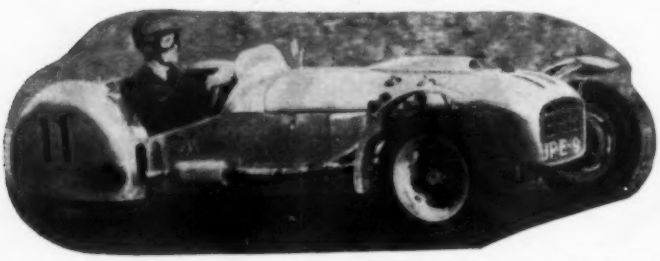

Photo by courtesy of "The Autocar"

Peter Gammon and his Lotus/M.G. fitted with Laystall-Lucas Alloy Cylinder head.

AT SILVERSTONE
17th JULY 1954

1,500 cc SPORTS CAR RACE

1st Colin Chapman LOTUS/M.G. at 81.72 m.p.h: with Laystall-Lucas alloy cylinder head and CROMARD cylinder liners.

2nd Peter Gammon LOTUS/M.G. at 81.13 m.p.h: with Laystall-Lucas alloy cylinder head.

TEAM PRIZE also to "Team Lotus."

LAP RECORD Peter GAMMON at 84.30 m.p.h.

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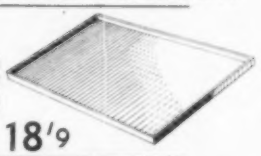

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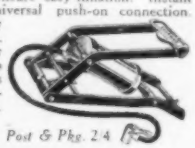

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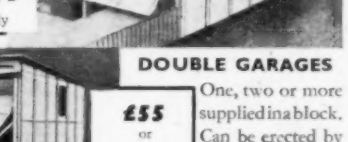

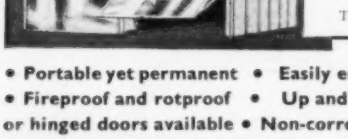

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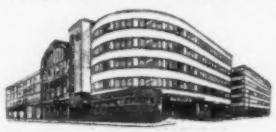

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Well-kept cars purchased for cash.
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Seven Sisters Rd., Tottenham, N.15
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1952	**HILLMAN** Minx saloon. Immaculate	£575
1952	**HILLMAN** Convertible. Spotless	£580
1951	**MORRIS** Oxford, black, one owner	£510
1950	**MORRIS** Minor saloon. Nice order	£435
1950	**AUSTIN** A.40 Countryman. Very sound	£475
1948	**ARMSTRONG** Hurricane d/h. Splendid condition	£435
1948	**MORRIS** 10/4 saloon. Carefully maintained	£375
1948	**STANDARD** 8 saloon. Overhauled	£325
1947	**STANDARD** 14 d/h coupe, grey. V. sound	£355
1946	**FORD** Anglia, recond. engine, leather. As 1953 car	£310
1936	**MORRIS** 10/4 saloon, engine overhauled. Very clean and sound	£165

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1949	**BENTLEY** Mk. VI Standard Steel Saloon, only 35,000 miles. Superb condition and appearance. Excellent history	£2,100
1953	**RENAULT** 750 Saloon, 5,000 miles only, special high compression engine, twin carbs. Cost over £740. Our price	£595
1952	**TRIUMPH** Renown, grey, radio, heater and leather upholstery, 1 owner	£695
1952	**TRIUMPH** Mayflower, blue, heater, 1 owner, 16,000 miles	£545
1951	(Oct.) **HILLMAN** Minx Convertible Coupe, black, H.M.V. radio, 1 owner. Very smart car	£550
1949	**FORD** Pilot Saloon, black, heater, radio and leather upholstery	£375

MANY NEW CARS IN STOCK FOR PROMPT DELIVERY

Part Exchange **Hire Purchase**
RILEY 1½-litre Saloon. Green. Green interior.
JAGUAR Mk. VII. Saloon. Grey. Red interior.
FOR IMMEDIATE DELIVERY

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THE COODEN ENGINEERING CO. LTD.

No Deposit Hire Purchase terms up to 30 months including tax.

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	Or 30 monthly instalments of	£26	19	3
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	Or 30 instalments of	£21	4	11
1948	**MORRIS** 10 saloon	£390	0	0
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1948	**VAUXHALL** 12 saloon	£395	0	0
	Or 30 monthly instalments of	£17	11	3
1939	**PEUGEOT** Saloon	£185	0	0
	Or 24 monthly instalments of	£10	9	0
1938	**LANCHESTER** 14 saloon	£195	0	0
	Or 24 monthly instalments of	£10	18	9
1937	**AUSTIN** 7 saloon	£150	0	0
	Or 24 monthly instalments of	£8	14	9
1935	**MORRIS** 10 saloon	£100	0	0
	Or 12 monthly instalments of	£10	8	8

60 cars in stock.

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Tel.: COODEN 600

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MEANS A GOOD DEAL

1953	**AUSTIN** A.70 saloon with sun roof, black, 6,400 miles		£775
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1935	**BENTLEY** 3½-litre saloon, black		£575
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1938	**FIAT** "500" drophead coupe, grey		£195
1950	**M.G.** 1½-litre saloon, black		£595
1949	**OLDSMOBILE** convertible, red, radio and heater		£995
1940	**STUDEBAKER** Champion saloon, red, fitted heater, radio, overdrive, seat covers		£345
1949	**TRIUMPH** "2000" roadster, green		£495

Self-drive Austin A.40 saloons available.
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New Model "T.F." Available from Stock. Come and Inspect and Drive the "MAGNETTE." Selected and Guaranteed "USED" M.G.s in Stock, including

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As Sole Concessionaires in the U.K. we are now able to offer a very limited number of NEW NASH CARS.

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Established over a quarter of a century

BUY A Blue Star Recommended CAR

1955	**JAGUAR**, Mark 7, grey, and new radio, heater, low mileage	£1,325
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1953	**ANGLIA**, green. This is a perfect example of this very economical car	£445
1953	**M.G.**, T.D., 9,000 miles only, one very careful owner, an excellent example of this fast and economical car	£595
1952	**WOLSELEY** 6/80, grey, leather upholstery, heater, absolutely unmarked throughout	£465
1951	**AUSTIN** A.40, grey, blue leather, heater, at the attractive price of	£535
1947	**VAUXHALL** 14, J type, black, brown leather, at the attractive price of	£315
1946 (Nov.)	**SINGER** 10, black, maroon leather, good condition	£305
1938	**AUSTIN** 10. This is a nice car at	£205
1953	**HILLMAN** Minx, green, a nice saloon and a bargain at	£595

NEW VEHICLES AVAILABLE

Citroen Light 15, Armstrong-Siddeley Sapphire, 6/80 Wolseley, A.40 Countryman, Morris Oxford Pick-up, 750 Renault, Standard Vanguard.

Part Exchanges, Hire Purchase and Insurance arranged.

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This illustration of a ROLLS-ROYCE "Silver Wraith" chassis fitted with enclosed drive limousine coachwork by a leading coachbuilder, is an example of the many types now being produced, for The Car Mart Ltd. The final details of colour, equipment and upholstery can be arranged to suit the purchaser's requirements.

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GROSVENOR 3434

The Autocar

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The Publishers retain the right to refuse or withdraw advertisements at their discretion.

USED CARS FOR SALE & WANTED — SPARES & SERVICE

PRESS NOTICE

For the issue of "The Autocar" dated AUGUST 6th classified Advertisements must reach HEAD OFFICE by FIRST POST FRIDAY, JULY 30th

A.C.

A.C. drop head coupe 1937 thoroughbred car in excellent condition; £250.—Malden 2537. [5922

1952 (Sept.) A.C. saloon, one owner, bronze, red leather upholstery, immaculate throughout; £900.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1951 A.C. saloon (reg. 6/12/50), one lady owner, 23,000m., excellent throughout, full service record; £595 o.n.o.; delivery arranged.—24, Northway, Maghull, Liverpool. Maghull 456. [5887

1951 A.C. 2-litre sports saloon, green, beige interior, exceptional condition throughout, any inspection invited; £625.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

A.C. Cars Wanted

REQUIRED, really good A.C.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all A.C.—Wembley 8691/3903. [W4015

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/P

XXX H. F. Edwards offer immediate cash for good A.C. cars.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

ALFA-ROMEO

1936 Alfa-Romeo 15hp pillarless saloon; £275.—Anthony Crook, Caterham 2232. [C1063

XXX Chipstead Motors, Ltd.—See our advertisement under " Sports Cars." [C1046

1934 Alfa red, completely overhauled by Geoffrey Taylor, crankshaft reground by Burtonwood, this first registered 1937, 2.3 2-seater sports car, unique car is in exceptionally fine condition and is mechanically perfect; £575.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848/9. [0124/R

ALLARD

B. J. HUNTER Ltd., offer:—

1949 Allard 30hp saloon, fast and attractive car, bargain; £375.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

XXX Chipstead Motors, Ltd.—See our advertisement under " Sports Cars." [C1046

1953 Allard Palm Beach, modified Zephyr engine, black, crimson leather, one owner, 17,000 miles, outstanding performance; £875.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

£495!!! Allard P1 saloon 1951, late property city businessman, carefully driven and maintained, moderate mileage, heater, windscreen washers, link protective mats, very good condition.

£450!!! Allard drop head coupe 1950, special high-compression head, winking trafficators, leather hood, attractive maroon finish, a nice car.

£385!!! 2-seater Allard roadster 1949, in silver-grey, fitted wire cess, Andre Telecontrol shock absorber, Bosche pass lights, full tonneau cover with zip fastening, Whitehall tyres, extremely good mechanical order.

CAMDEN MOTORS, Leighton Buzzard 2041. Write or for catalogue. Open till 8 p.m. [C1035

YOU want something different! £2,000 worth of 1949 Allard saloon, £375!!! Special wide body seating 4 in front and 3 rear, looks like H. G. Wells amphibian, plastic roof panels, exceptional performance, any trial.—A. Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4725. [C1011

Allard Cars Wanted

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., London, S.W.1. Sloane 5424.

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

ALVIS

GATEHOUSE offer:—

1938 Alvis 12/70 saloon, one owner from new, good condition; £295.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

CHARLES FOLLETT, Ltd., offer:—

1952 Alvis 3-litre sports tourer, 1 owner, grey, red leather, 7,000 miles only, fitted high compression head and large S.U. carburettor, superb order; £1,095 (cost new £1,946).

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

PETER BANTOCK CAR SALES, offer:—

1952 Alvis 3-litre drop head coupe, maroon and silver with red leather upholstery, excellently maintained; £950.—104, High Rd., Chiswick 2725/5870. [C1014

BROOKLANDS.—Alvis London distributors.

1952 Alvis 3-litre sports 2-seater, 8,500 miles

1952 Alvis 3-litre 4-door saloon small mileage.

1952 Alvis 3-litre D.H. 4-seater Tickford coupe.

GUARANTEED, deferred terms.

QUALITY, service, satisfaction. Open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8551-6. [C1029

1951 3-litre Alvis 4-door saloon, choice of 2.

1948 Alvis 14 4-door saloon, radio and heater

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [5847

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 Alvis 3-litre saloon, one owner, heater and radio; £850.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1952 Alvis 3-litre saloon, maroon, one owner; £1,095.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2025

1949 Alvis 14 4-door sun saloon, black, fawn interior; £650.

PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507. [5826

ALVIS 14 saloon, 1948, in except. and clean order, taxed; £575.—Hensmans, Ltd., Brentwood 1540.

1949 (Oct.) 14hp 6-seat estate car, special body, 40,000 miles; £450 or offers.—Hatfield 2103.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under " Sports Cars."

1949 Alvis 14, with recent major overhaul, beautiful condition; £625.—Anthony Crook, Caterham 2232. [C1063

£145—1938 Alvis 16 drop head coupe, mechanically sound.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1938 (August) Alvis 16.9hp Silver Crest drop head coupe; £185.—Middlesex Motors, Harrow. Tel. 0022. [6018

£535—1949 Alvis 14 drop head coupe, heater, etc., good order; exchange considered.—Brown, 126, Marsden Rd., Burnley. [5872

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Alvis.—Wembley 8691/3903. [W4015

GATEHOUSE MOTORS are buyers of Alvis cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021

1939 Alvis 12/70 saloon, exceptional condition; £525.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965. [C1010

ALVIS

ALVIS 1936 17hp saloon, reconditioned, immaculate showroom condition, a real gem; £225 o.n.o.—Brown's (Alvis Repair Specialist), 15, Lancaster Mews, W.2. Amb. 9660. [5415

£125—1935 Alvis 12 Firefly drop head foursome coupe, very good runner; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1952 Alvis 3-litre, black and tan, 23,500 miles, radio, twin S.U.s, taxed, one owner, in excellent condition; £995.—Wellsway Garage, Wellsway, Bath. Tel. Bath 2578. [5445

1953 Alvis 3-litre saloon, black, beige leather, 12,500 miles, heater, one owner, converted to TC21,100, whole car in perfect order; £1,275; three months' written guarantee; terms; exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558/9. [5750

ALVIS Speed 20 1936 2-door saloon, very smart appearance and a good car mechanically, £145; terms and exchanges.—Portland Sports Autos, Meadowhead Garage, 186 Meadowhead, Sheffield 8. Tel. 45212. Open Sunday (for inspection). [6027

ALVIS Speed 25 1938 series 4-door sports saloon, with sun roof, in original condition, unmarked black cellulose, crown hide interior, a most beautiful car, in late post-war condition; £295; would consider part exchange.—14, Offington Gdns., Worthing, Swandean 849. [C4027

595gns.—Alvis 14, late 1948 Tickford foursome drop head coupe, gunmetal grey, blue leather, Lucas demisters, one owner, carefully used, excellent condition, cost £1,900, choice of two; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4011

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Alvis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040

REQUIRED, really good Alvis.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Te., 5501. 'Grams: Alvis, Coventry. [S0591/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0591/R

KINGSTON-ON-THAMES, Alvis agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kin. 2241-2. [S4055/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2784-5. [0655/R

LANCASHIRE and Cheshire sales, service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R

AMERICAN CARS

METCALFE & MUNDY, LTD.

1951 Oldsmobile 98 Rocket.

1950 Oldsmobile 88 Rocket.

1949 Mercury Custom saloon.

1947 Buick saloon.

1945 Chevrolet saloon.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

JOE THOMPSON MOTORS, Ltd., offer a selection of late model American cars.—91-95, Fulham Rd., South Kensington. Tel. Kensington 4858. [C4025

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AMERICAN CARS

SIMPSONS MOTORS (WEMBLEY), Ltd., offer:—

RHD 1952 Chevrolet, low mileage, all extras, immaculate

1953 Buick, all extras, absolutely as new.

1947 Buick super sedan, radio, heater, immaculate condition.

CADILLAC convertible, electric hood and windows, radio, heater, all extras.

1952 Chevrolet, immaculate condition throughout, all extras.

1951 Nash Statesman, radio, heater, all extras.

1949 Ford Custom, radio, heater, overdrive, all extras.

NASH Rambler shooting brake, radio, heater, all extras.

1949 Lincoln, 2-door, overdrive, radio, heater, all extras, moderate mileage.

1951-2 Packard Hydromatic 4-door, all equipment.

1952 Pontiac, black, grey, immaculate throughout, every conceivable extra.

SIMPSONS MOTORS (WEMBLEY), Ltd., Tel. Wembley 8691 and 3903, 345, High Rd., Wembley. [C4015

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane. (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588.

1952 Ford Victoria coupe, low mileage, radio, heater in most beautiful condition, £945.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5215. [C4036

AMERICAN right-hand drive streamlined luxury saloon, 1952 show model (Nov., 1951), Nash Ambassador Super Airflyte, seats form full-size double bed; accept £1,475; exchanges or terms.—Swanmore Garage, Ltd., 1176, Christchurch Rd., Boscombe, E. (Tel. Southbourne 43344.) [C4024

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3903, 345, High Rd., Wembley. [W4015/R

NOW hear this!

METCALFE & MUNDY Ltd., are keen and enthusiastic buyers of American cars in sound condition.—290 Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95, Fulham Rd., S.W.3. Kensington 4856.

BUICK, Packard, Studebaker or Auburn 4-seater roadster with disappearing hood wanted; complete car or body only; year immaterial.—Bridge House, Broxbourne, Herts. Tel. Hoddesdon 3317. [6065

ARMSTRONG SIDDELEY

WM WELBECK MOTORS—officially appointed Armstrong Siddeley agents:—

THE following specimen Armstrong Siddeleys have recently been taken in part exchange for new Armstrongs:—

BOTH are in virtually new condition and are open to maker's inspection; both are offered with same-as-maker's guarantee.

1953 Whitley 6-light saloon in duo-grey, 7,000 miles, one of the rarest and most sought after pre-Sapphire Armstrongs; £995.

1953 Hurricane, black, preselector, H.M.V., 8,000 miles; £850.

ALSO:—

ONE only, brand new and unregistered, Whitley 4-light saloon in blue with red leather, full maker's guarantee; specially reduced to £1,150.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 1139 (6 lines). [C4049

P & J PASS AND JOYCE, Ltd. (England's largest distributors), offer:—

1950 one owner, Armstrong Siddeley Whitley saloon, beige, synchromesh; £675; one week's free trial; guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001. [C3039

BOON & PORTER Ltd.

1950 Hurricane drop head coupe, specially finished, driven by owner's chauffeur, very carefully serviced throughout its 20,000 miles, quite the best open/close car available; £645.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

HAROLD SIMONS, Ltd., offer:—

1951 Armstrong Siddeley Lancaster, nice condition; £615; 3 months' written guarantee; free service after sale; deferred, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Crossing, 3 minutes trolleybus, East Finchley Tube). Finchley 0052-3-4. [C4065

DENHAMS GARAGE (ESHER), Ltd.

1951 Armstrong Siddeley Whitley, radio, heater, seat covers, excellent order throughout; £685.—Tel. 3560 Esher, Surrey. [C1070

GUY SALMON AUTOMOBILES offer:—

1953-4 (September) Armstrong Siddeley Sapphire saloon, synchromesh, H.M.V. Radiomobile, original spare unused, 12,000 miles, one owner, dark blue hide leather, immaculate condition; £1,450.—Portsmouth Rd. Thames Ditton. Emberbrook 5551-2-3. [C4001

HENDON CENTRAL GARAGE, Ltd., offer:—

1939 Armstrong Siddeley 16hp saloon, taxed year, fitted radio and heater, in very nice order; £265.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

200 miles.—Armstrong Sapphire saloon, pre-selector gear box, bucket-type seats, elephant grey with black, red leather upholstery, absolutely as new; terms or part exchanges.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [6056

ARMSTRONG SIDDELEY

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1949 (Jan.) Armstrong Siddeley Lancaster saloon, 2,309cc engine, finished in grey with brown leather upholstery, fitted heater; this car has only covered 9,000 miles since an extensive mechanical overhaul and is in superb condition; £525.

PHOENIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

1954 Sapphire, 1,600 miles, absolutely immaculate; £1,595.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5215.

DECEMBER, 1947, grey Armstrong Siddeley Hurricane drop head coupe; immaculate; £595.—Box 6681. [5744

1953 (June) Sapphire, two-tone green, 8,000 miles, H.M.V., radio, one owner, as new; £1,475.

THE SERVICE GARAGES, Ltd., 85, East Hill, Colchester. 2772. [6054

1954 (March) Armstrong Siddeley Sapphire 6-light saloon, synchromesh, bucket seats, twin carburettors, Ace Rimbellishers, under 1,500 miles; £1,575.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

1950 Armstrong Hurricane drop head foursome coupe, heater, leather hood, low mileage, immaculate condition throughout; £565; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 6262. (Tube.) [C1034

365 gns.—Armstrong Siddeley September 1947 Lancaster 4-door saloon, sliding head, heater, manual gear change; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£595 1951 (Oct.) Armstrong Siddeley Lancaster 6-light saloon, colour black with red leather interior, fitted heater, fog lamps, synchromesh gearbox, one careful owner from new.—Loxhams Garages (Barrow), Ltd., Rawlinson St., Barrow-in-Furness. Tel. 886. [5803

£435 !!!—1948 Armstrong Siddeley Hurricane 16hp drop head foursome coupe, bodywork spotless, excellent mechanically, only two careful owners have nursed this vehicle and kept it magnificently; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

TURN TO PAGE 53

Featuring

PLACES OF INTEREST FOR THE WEEK-END MOTORIST

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 2666. Official Armstrong Siddeley retailers and repairers.

SERVICE: Wor'ts and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [W2010

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0183/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Armstrong Siddeleys.—Wembley 8691 3903. [W4015

1953 Sapphire, 8,000 miles, duo green, radio, synchromesh box, as new; £1,495.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

1954 (June) Armstrong Sapphire, 900 miles, electric box; £1,595.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557/6970. [C3006

PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0835/R

7-SEATER, 1951/52 private 16hp Limousine; also 25hp reasonable mileage 1938-39 Limousines. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street, Mayfair-2941. [W1006

XXX H. F. Edwards offer immediate cash for good Armstrong Siddeley cars.—Details please to: H. F. Edwards, 28-30, Upper High St., Epsom, Surrey. Tel Epsom 9400. [W2001

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering services; 48-hour exchange engine and gear box services; quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7501, Sloane 5557/6970. [C3006

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

PASS AND JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). [0670/R

ASTON MARTIN

BROOKLANDS.—Aston Martin sole distributors

1954 D.B.2/4 models available for show and demonstration.

1953 Aston Martin D.B.2 saloon, Vantage engine, Al-fin drums, radio; £1,850.

BUY or sell with confidence. Open until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

D.B. 2/4; see New Car column.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7, Tel. 43405.

1953 (June) Aston Martin DB2 saloon, green, very low mileage, loose covers, radio; £1,895. Fremantle 8401. [C4056

ASTON MARTIN

PERFORMANCE CARS offer from over 150 guaranteed cars large selection of pre-war Aston Martins.

ASTON MARTIN 2-litre coupe with dickey, 1938, £425; Aston Martin 2-litre tourer, 1938, £325.

ASTON MARTIN 1½ Le Mans s/chassis, 1935, £275; Aston Martin 1½ tourer, 1935, £255.

ASTON MARTIN 2-litre Speed model, ex-Horsfall, £595; Aston Martin 1½ saloon, 1933, £165.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock.—See under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

1936 Aston Martin 1½-litre Mark II long chassis tourer; £385.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 mins. Victoria), Ravensbourne 6479 and 2322. [C2073

BARTLETT.—Aston Martin 2.9.160 bhp 140 mph DB 111 2-seater, full road equipment, complete history available, 5,000 miles.—27a, Pembridge Villas, W.11. Bay. 0523. [C1013

RUDDCONDITIONED Le Mans 4-seater. Concours condition, fitted 2-litre speed model dry sump engine and Girling brakes; £365; exchanges; terms.—Rudds, adjoining Central Station, Worthing 7775-4.

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

AUBURN

1936 Auburn 30hp unsupercharged drop head, green, maroon upholstery, all new tyres; £195.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

AUSTIN SEVEN

AUSTIN Nippy sports 2-seater, excellent condition throughout, any trial; £98 o.n.o.—218, Woodhouse St., Leeds, 6. Tel. 52161. [5737

165 gns.—Austin 7, 1937 Nippy sports 2-seater, new hood, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

AUSTIN Big 7 1938 4-door sunshine saloon, moderate mileage, engine, brakes, tyres perfect order; for quick sale, £160; seen Kensington.—Box 6790. [5982

1938 Austin Big 7 saloon, relined brakes, overhauled steering, good tyres and battery; £165 cash or £55 deposit, balance 18 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071

Austin Seven Cars Wanted

HA. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 7 cars for cash.

AUSTIN House, 140-144 Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A30

CAR MART, Ltd.

LONDON Distributors.

1954 Austin A30 2-door saloon, heater; £505.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

GUY SALMON AUTOMOBILES offer:—

1952-3 Austin A30 4-door saloon, heater, 6,000 miles only, quite as new; £475.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

HENDON CENTRAL GARAGE, Ltd., offer:—

1954 series Austin A30, 3,500 miles, fitted with heater, whole car as new; £530.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5.

A30 1954, 4,000; £515.—Peter, Black Farm, Latimer, Bucks. [6058

1953 Austin A30, 4-door, heater, 5,000 miles; £525; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£545 !!!—1954 (June) Austin A30 4-door de luxe saloon, as brand new; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

OCTOBER, 1952, Austin A30 4-door saloon, 8,000 miles, heater, etc., as brand new; £485.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C4007

1953 A30 4-door saloon, black and red, heater, low mileage, taxed year, spotless condition; £535.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

Austin A30 Cars Wanted

CM THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. [0925/R

HA. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A30 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

RICHARDS & CARR buy Austin A30.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHT

1946 Austin 8 saloon, very clean; £335.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 & 5306. [C4074

A.Z. MOTORS offer 1946 Austin 8 4-door saloon, exceptionally good engine, real bargain; £295!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

AUSTIN 8, 1947, 4-door saloon, one careful owner; £295.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hen.lon 1425-4. [C3065

1946 Austin 8 4-door saloon, blue and black, recon. engine, excellent condition throughout, guaranteed; £330.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

£260—Austin 8 4-door saloon, black, 1946 (Oct.), sun roof, fog lamp, economical motoring; buying larger car.—102, Glebe St., Penarth. Tel. 858.

1941 Austin 8 saloon, recellulosed, new carpets, etc., an excellent car; £248.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Tube Station.) Open 9 a.m.-7.30 p.m. and Sunday mornings (for inspection). [C2050

£215—Austin 8 de luxe saloon, 1939 (1940 type), excellent coachwork, recent reconditioned engine and gear box, sun roof, loose covers, radio, taxed year; terms, exchanges.—D. J. Ketteringham, 375, North Circular Rd., Neasden. Tel. Glad. 7485. [6015

Austin Eight Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 8 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

1937 Austin 10 Camoridge saloon, black, very good condition; £190.—

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5575 and 7879. [C3005

1936 (April) Austin 10 Sherborne saloon, good condition throughout; £150.—110, Battersea Rise, S.W.11. Battersea 0349. [5471

1946 Austin 10 saloon, excellent; £315, payments.—Vaughan, 17, Astwood Mews, S.W.7. 1319. [C4038

1947 Austin 10 black saloon, reconditioned throughout 1952; £365.—8, Picton Rd., Wavertree, Liverpool, 22. Tel. Waterloo 3646. [5750

1947 Austin 10, excellent condition throughout; £325.—"Miramar," Richard Ave., Brightlingsea, Essex. [5771

AUSTIN 10 1940 saloon, black, brown leather upholstery, roomy 4-door saloon, with sun roof, good tyres; £295.—Hillwood Motors, Mill Hill (London) 4232. Open 9-8 Mon.-Sat. [5653

£222!!!—1938 Austin 10 de luxe saloon, very carefully used, late owner enthusiast maintaining this vehicle perfectly; choice also two others; three months' guarantee; hire purchase, exchanges.—**LAMBS OF WOOD GREEN**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

325 gns.—Austin 10, October 1946 saloon, sliding head, leather, radio, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 10 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

GARDNER & Co. (HENDON) will buy your Austin 10.—Hendon 3359 and 8460. [W2074

PRIVATELY owned Austin 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

AUSTIN 10 wanted, for cash.—135, High St. South, E.6. Grangewood 2530. [W4032

PRIDE & CLARKE, Ltd., the car buyers.—Austin 10s purchased for immediate cash, buyer will call.—Tel. Brixton 1791. 158, Stockwell Rd., London, S.W.9. [W3068/R

AUSTIN A40

ACRES offer:—

1949 Austin A40, grey with beige leather upholstery, heater fitted, one owner only; £495.—**ACRES AUTOS, Ltd.**, 10 and 11 Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2.

BENTALLS, Ltd.

1951 Austin A40 Devon GS3, heater, 25,000 miles; £565.—Kingston-on-Thames. Kingston 1001.

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A40 Somerset saloon, heater; £595.

1951 Austin A40 Devon saloon, sliding head, heater; £565.

1952/53 Austin A40 Somerset coupe, heater; £615.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

NEWNHAMS, Ltd.

1953 A40 Somerset saloon black, heater, leather, etc., 12,000 miles; £645.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

BOON & PORTER, Ltd.

1951 Countryman, sold to us by its only owner, specially maintained; £445.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022/1

OVERSEAS CARS, Ltd., offer:—

1952 Austin A40 Devon saloon, green/brown hide, one owner, 11,053 miles only, perfect; £595.

FOR other Overseas car bargains see page 59.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

1949 A40 saloon, black, blue leather, one owner, 20,000 miles; £475.—Park 5077. [C3050

AUSTIN A40

BOON & PORTER, Ltd.

1953 (late) Somerset, 7,000 miles, heater, serviced and maintained by experts, almost unscratched; £666.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

MEBES & MEBES, Ltd. (Est. 1893) offer:—

1949 Austin A40 Devon 4-door saloon, grey, hide upholstery to match, one owner, moderate mileage, excellent £485.—Below.

1954 (March) A40 coupe, black, red hood and hide, radio, heater, loose seat covers, other de luxe equipment, 5,000 miles, one owner, practically new car; £695.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040.

1950 Austin A40 Countryman, very sound; £475.

SMITH & HUNTER, 376, Kensington High Street, W.14. Western 2312. [C4019

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (Feb.) A40 Countryman, green, excellent condition, highly recommended; £550.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

1949 A40 4-door saloon, sunshine roof, heater, in remarkably fine condition; £485.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0239. [C2053

1952 Austin A40 Somerset saloon, grey, heater, loose covers, taxed; £595.

1949 Austin A40 Devon saloon, green, fitted heater, good condition; £465.—Hale Motors, Ltd., Tot. 7771-4. [C2076

1954 A40 Somerset saloon, 1,000 miles; £755.—Anthony Crook, Caterham 2232. [C1063

1952 A40 saloon, light green, beige leather, heater, 13,000 miles; £575.—Park 5077. [C3030/1

1951 Austin A40 saloons, choice of 2, black or grey, both in excellent condition; £525 each.

CATTERMOLES (GARAGES), Ltd., 79/89, Pentonville Rd., nr. King's Cross Station, N.1. Ter. 1001.

£495—Austin A40 saloon 1950, well maintained, leather upholstery and heater.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254.

1950 (November) A40 Countryman, one owner; £465.—Western 9641 [C1069

1952 (Sept.) Austin A40 saloon, blue, beige upholstery, immaculate; £595.—Kingston 8775.

1949 A40 Devon, 32,000 miles, one owner; £425.—Value Cars, East Sheen. Prospect 7520.

1951 (reg. 1953, August) A40 sports, one owner, heater; £535.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1953 (July) convertible black with red leather, heater, and overriders, 3,000 miles, as new; £665.—Robbins, East Putney, Putney 7881. [C3010

1951 Austin A40 Countryman, new engine, heater, excellent condition; £450.—Fahey, Rosnaree," Granville Park, Aughton, Ormskirk. [5924

1951 Austin A90 electric coupe, radio and heater, only 15,000 miles, one private owner; £585.—217, Cowley Rd., Oxford. [5733

A40, late '48, 2-door, 48,000 miles, grey, heater, sun roof, radio, good condition; £435.—Tel. Pinner 8568. [5357

MAY 1953 coupe, in pale blue, immaculate condition, mileage 12,000; £635.—Chirney's Garage, Ltd., Harpenden 109. [5920

1952 Austin A40 sports, 17,000 miles only; £565.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4604/6452. [C3017

1952 model A40 de luxe saloon, one owner, fitted heater; £545; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960 [C2035

1953 (June) A40 Somerset, 9,000 miles, sunroof, heater, taxed December, one owner, as new; £655.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

1954 Austin A40 Somerset, registered December, 1953, 5,000 miles, taxed, as new; £635.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1953 (August) Austin A40 Somerset convertible coupe, 13,000 miles, one owner, fitted heater, colour green; £655.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [C1075

1954 Austin A40 Somerset saloon, black, red leather, 4,000 miles, as new, £750; also 1953 7,000 miles, £665.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965. [C1010

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction) offer a selection of Austin A40s with a written guarantee plus two free after-sales service vouchers.—Battersea 2252.

1951 A40 (GS/3 model) saloon, green, heater and 3 covers, immaculate condition, one owner; £550.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1025

1952 Austin Somerset, pale blue with beige leather, and heater, one owner, unmarked; £615.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

1952 Austin A40 Somerset, beige, heater, one owner, exceptional condition throughout, B.M.C. warranty; £595.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4051

MAYFAIR GARAGES, Ltd.—Current model A40 Somerset coupe, registered Nov. 20, 1953; black and red, radio, heater, own owner, 4,000 miles only, almost brand new condition, three months guarantee; £685, below.

MAYFAIR GARAGES, Ltd., 1939 10hp Cambridge 4-door sliding roof de luxe saloon, black, excellent condition throughout; £195, below.

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges clock), Mayfair, W.1. Mayfair 3104-5. Open Saturdays 9-1. [C3009

1953 Series Austin A40 Somerset saloon, sun-roof, heater, heater, overriders, fog lamp, taxed Dec., as new; £625, with written guarantee.—Motourists (London), Ltd., Gt. North Rd., ast Finchley Station, N.2. Tudor 2301-2. [C3018

£475!!! Late 1949 Austin A40 saloon, excellent and entirely original condition throughout, very carefully maintained and serviced regularly by main Austin agents (bills available), one elderly owner since new, the car never driven much over 40 m.p.h., strongly recommended.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1085

Austin A40 Cars Wanted

CMTHE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. [0957 R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A40 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

GOOD A40 wanted; immediate cash.—Lib 1604 or Vic 8978. [W3088

PRIVATELY owned A40.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

BOTWOODS, Ltd., Austin distributors for Suffolk, will pay high prices for small mileage A40 saloons.—Tel. Ipswich 2271. [4596

WHY accept less for your Austin A40 saloon or Countryman when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254.

AUSTIN A40 Buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

TOP price paid for A40 or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

PRIDE & CLARKE, Ltd., the car buyers.—Austin A40s purchased for immediate cash, buyer will call.—Tel. Brixton 1791. 158, Stockwell Rd., London, S.W.9. [W3068/R

AUSTIN TWELVE

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1936 (March) Austin 11.9hp Ascot sunshine one-owner saloon, grey and grey hide, highly recommended, £175.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines)

1939 Austin 12, maroon, red leather, taxed year, excellent condition throughout; £250.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [C3005

1938 Austin 12; £175; choice of three; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C3054

1954, registered late '53, low mileage, taxed, £100 extras, as new; £995.—Buckhurst 1775. [5964

A.Z. MOTORS offer 1947 Austin 12 de luxe saloon, a bargain figure for this rare car; £375!!!—100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

AUSTIN 12 1947 sliding head saloon, green and brown leather, taxed year; £365.—K. J. Motors, Ltd., Bromley. Ravensbourne 3456. [5974

£150—1937 Austin 12/4 saloon, excellent runner, good tyres; £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Austin Twelve Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 12 cars for cash.

AUSTIN House 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

AUTOMOBILIA, Ltd., offer:—

1949 Austin 16, 4-door de luxe sunshine saloon, blue, brown hide, heater, reconditioned engine, 1 owner, excellent condition; £425.—Automobilia, Ltd., Pippbrook Garage, Dorking 4504, 3891. [C1089

AUTO SALES (LONDON), Ltd., offer:—

1948 Austin 16 saloon, very small mileage, finished in duo green; £465.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [5427

HEARSES!!! We have a large selection for sale from £1150. Attention address!!!

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Phone Richmond 1161. [5014

£145—1938 Austin 16 saloon, clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1502. [C1009

325 gns.—Austin 16, 1946 saloon, leather, radio, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

79 gns.—Austin 16, 1937 de luxe saloon, black, sliding head, leather upholstery; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1948 Austin 16 saloon, black with brown leather upholstery, fitted heater, excellent throughout; £385.—L. F. Dove, Ltd., Guildford Rd., Woking. Woking 1292. [C1078

1946 Austin 16, black, brown leather, E.M.V. radio, exceptionally good condition throughout; £565, terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [5026

1951 (November) Austin hire car, 16,000 miles only absolutely privately owned, many extras; terms, exchange.—R. C. Mortlake, 243, Kensal Rd., London, W.10. Arnold 4604/6452. [C3017

1948 Austin 16 saloon, grey, radio and heater, one owner, excellent condition; £395.—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green N.W.11. Speedwell 7008. [C2019

LIMOUSINE Hirecars, selection 1951/52, partition, brown leather, forward occasionals, low mileages, desirable condition, guarantee certificate, reasonable cost.—Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 16 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Sixteen Cars Wanted

HIRECAR 1949/53 Limousines urgently required, cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street. Mayfair-2941.

AUSTIN A70 & A90

CAR MART, Ltd.
LONDON Distributors.

1952 Austin A70 Hereford saloon, heater; £635.

1952 Austin A70 Hereford coupe, heater; £725.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

BOON & PORTER, Ltd.

1954 blue, unscratched Hereford sun saloon, 8,000 miles, 2,000 miles running in, loose covers and mats, perfect.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

OVERSEAS CARS, Ltd., offer:—

1953 Austin A70 saloon, s/r, black, brown leather, 6,400 miles only, perfect throughout; £775.

FOR other Overseas car bargains see page 59.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C5031

H. A. SAUNDERS, Ltd., offer:—

1952 Austin A70 saloon, green, brown upholstery, recorded mileage 14,929, radio, heater; £695.

836-842, High Road, N.12. Hillside 5272 (8 lines). [C2027

DENHAMS GARAGE (ESHER), Ltd.

1951 (Aug.) Austin A70 Hereford de luxe saloon, immaculate condition, fitted radio, heater, taxed December; £565.—Tel. 3560 Esher, Surrey. [6005

CHARLES RICKARDS, Ltd., offer:—

1953 (Apr.) Austin A70 Hereford saloon, sliding roof, heater, 7,700 miles only, one careful owner, taxed year; £725.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

BRADSTOCK MOTORS, Ltd., offer:—

£525—1951 Austin A90 saloon, black, fawn leather, in excellent condition throughout. —Chase Rd., Epsom. Tel. 5696/7. [C1080

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1952 (Feb.) Austin A70, fitted with a most capacious specially coachbuilt wooden utility body, heated radio and heater; this car, which originally cost nearly £1,700, has covered only 14,000 miles in the hands of one careful owner and is in exceptional condition throughout; £850.

PHOENIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121 [C3044

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin A70 Hereford 4-door saloon, sliding head, hide seats, heater, electric clock; £900.14/2.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 451-2-3, offer:—

1953 (late) Austin A70 saloon, sliding roof, finished black, brown leather, heater, very low mileage, one owner, condition as new throughout; £785.

1952 Austin A70 saloon, beige and brown, taxed year, one owner; £595.—Woking Motors (Mayberry Hill) Ltd., Woking 1928. [C4057

MAGNIFICENT 1951 Austin Hereford blue saloon, heater, covers, one owner, 20,000, must sell, ill-health, Cornwall; £595 o.n.o.—Box 6788. [5980

G & M ALFREDS (1936), Ltd.—1953 Austin Hereford saloon, radio, heater, superb.—6-7, Warren St., W.1. Euston 5268. [C1005

AUSTIN A70, 1950 (Sept.), 27,000 miles, sliding head, heater, good condition; £485.—Grigson, "Dorrington," Bracknell. Tel. 853. [5946

1951 A90 Austin saloon, black and red, radio and heater, excellent condition; £575.—Beardmore, 26 Queensway, W.2. Bayswater 0136. [C1015

PRIVATE purchaser requires very late year A90, guaranteed low mileage and in exceptional condition; for cash or exchange Jaguar Mk. V 1950 saloon, many extras.—Box 6798. [5990

1950 series Austin A90 convertible, black, blue hide interior, radio and heater, low mileage; £525, consider part exchange.—Swandean 849 14, Offington Gdns., Worthing. [C4027

A90 convertible (reg. Jan., 1950), black, ex. cond., 32,000, radio, heater; owner proceeding overseas; photograph supplied; delivered anywhere in U.K.; £460. —Box 6797. [5989

HILLS GARAGE, Woodford, offer May, 1952, Hereford saloon, beige, fitted heater and has had only two owners from new, 13,000 miles only; payments over 2 years, ¼ deposit £160.—See page 57 [C2079

AUSTIN A90 sports saloon, late 1951, black, beige trim, radio and heater, one owner from new and in exceptional condition; £570.—M.M.C., Ltd., 2, Louise Lorne Rd., Birmingham, 13. South 2919. [6057

1953 Austin A70 Hereford saloon, black, 9,000 miles only, sliding roof, heater, undersealed, one owner from new; £750.—L. F. Dove Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1953 Austin A70 sunshine saloon, grey, blue upholstery, fitted heater, H.M.V. push-button radio, loose covers, regularly serviced by the distributors; £775.—188, Park Rd., Timperley, Ches. [6059

1952 (Oct.) Austin A70 Hereford saloon, grey, one owner, fitted heater, perfect; £610.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5870

1951 Austin Hereford saloon one owner, fitted heater, unrepeatable offer; £485.—Keiths Motor Company, Ltd., 141, Green Lanes, Palmers Green, N.13. 5100.

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction) offer a selection of Austin A70s with a written guarantee plus two free after-sales service vouchers.—Battersea 2252.

£555!!!—The most magnificent Austin A90 electric convertible we have ever had, cream and black specimen car, so beautiful would suit a fastidious film star; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

AUSTIN A70 & A90

1952 Austin A90 hard top, one owner, black/beige, heater; £600.—Wheelers (Newbury), Ltd., The Broadway, Newbury. Tel. 1020. [5851

1951 (November) A70 Hereford saloon, blue, low mileage and carefully used; £565; terms and exchanges.—Northways Garage Swiss Cottage, N.W.3. Primrose 1127. [C3026

Austin A70 and A90 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0353/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A70 and A90 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

TOP price paid for A70 or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

REQUIRED, really good Austin A70.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PRIVATE motorist will give up to £685 spot cash (no arguments) for genuine small mileage Austin A70 Hereford; must have leather and heater, although radio and sun roof desirable, not essential; full detail's to Box 6733, all letters answered. [5786

AUSTIN EIGHTEEN

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1938 Austin 18 Norfolk de luxe saloon, 5/6 seats, black with Lrown leather, one owner, positively immaculate, highly recommended; £313

AUSTIN House, 140-144, Goldrrs Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines)

£245!!! 1939 Austin limousine, black with rich leather upholstery front and rear, widest flush-folding face-forward occasionals, division, discs, etc., ideal car long distance hire work, good tyres, new battery.

CAMDEN MOTORS, The Limousine Specialists, Leighton Buzzard 2041; write for special catalogue of hire cars. [C1035

7-passenger 1938 Windsor Saloon, blue leather, original owner, certified mechanically, exceptional order throughout, £420, Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941.

Austin Eighteen Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 18 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1938 '39 private 7-seater Limousines, also Windsor Saloons, urgently required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

Austin Twenty Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 20 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W1006

1937 '38 Limousines wanted, good condition essential, cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street. Mayfair-2941.

AUSTIN A125 & A135

CAR MART, Ltd.
LONDON Distributors.

1952 Austin A125 Sheerline saloon, radio, heater; £775.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 Austin Sheerline L.w.b. 8-seat limousine, brown hide throughout, concealed face-forward occasionals, sliding division, one private owner, unblemished, highly recommended, cost over £2,571; accept £1,250.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

HEARSES!!! We have a large selection for sale from £1,150. Attention address!!!

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. 'Phone Richmond 1161. [4324

1951 Austin Sheerline saloon, grey, low mileage; £725.

1951 model Austin Princess saloon, maroon, one owner; £995.

1952 model Austin Princess saloon, grey, one owner; £1,075.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2025

1951 Austin Sheerline saloon, splendid condition; £650.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

PRINCESS 1951 saloon, black, beige leather, one owner, 7,000 miles; £1,050.—Mayfair 5242 [C3050

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1952 Austin Sheerline, grey, radio and heater, 18,000 miles only, one owner, immaculate throughout; £895.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 3658. [C1008

1948 Austin Sheerline; £495.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1950 (Nov.) Sheerline saloon, grey, company director's car, superb condition; £650.—Robbins, East Putney. Putney 7881. [C5010

1950 Austin Sheerline, grey, one owner, heater and radio, immaculate condition, taxed; £635.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085 [C1065

AUSTIN A125 & A135

AUSTIN Princess saloon, 1952, maroon with fawn leather upholstery, radio, heater, demister and sliding roof; £1,100.

THREE months' comprehensive guarantee; part exchange and hire purchase.—Kennings, Ltd., Leadmill Rd., Sheffield, 1. Tel. 26451. [5485

AUSTIN Sheerline saloon, 1952, grey with grey leather upholstery, radio, heater, demister and sliding roof; £850.

THREE months' comprehensive guarantee; part exchange and hire purchase.—Kennings, Ltd., Leadmill Rd., Sheffield, 1. Tel 26451. [5486

1952 Austin Sheerline, black, as new; £735.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1949 Austin Sheerline, saloon, grey, radio and heater, new tyres, taxed for year; terms and exchanges; £525.

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [6046

£595!!! Immaculate Sheerline saloon 1950, with heater, Regency loose seat covers, wing mirrors, Nu-way protective mats, superbly maintained by one wealthy private owner.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

TANKARD & SMITH, Ltd., offer 1948 Austin Sheerline saloon, black with beige leather upholstery, fitted heater and radio, magnificent condition throughout; price £450, three months written guarantee.

194-198, Kings Road, Chelsea, S.W.3. Flaxman 4801. [C4026

ARCHIE SIMONS & Co., Ltd.—1949 Austin Princess saloon, black, brown leather, fitted radio and heater, taxed and in immaculate condition throughout; £755.—94, Gt. Portland St., W.1. Lan. 1345.

AUSTIN Sheerline, 1951, black, heater, radio, sunshine roof, absolutely immaculate condition, magnificent car; £750.—B. & H. Motors, 1468, High Rd., Whetstone, N.20. Hillside 6671. [C1020

£1045 !!! Sheerline limousine 1951, used solely as an occasional town car by wealthy City stockbroker, immaculate appearance with all extras, seat covers, radio and heater built-in, screen washers, looks almost as if it has just left the maker's works.

CAMDEN MOTORS, The Limousine Specialists, Leighton Buzzard 2041; write for special catalogue of hire cars. [C1035/1

£1111 !!!—1952 series Austin Princess; this vehicle literally looks and runs like brand new, and if it had no number plates on you might think it was brand new; list price £2,200; this vehicle is unrepeatable bargain; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

A & S Limousine, 1952, long wheelbase, forward occasionals, original private owner, low mileage, meticulously maintained, £1265.

1953 meeting middle widest occasionals, leather upholstery throughout, original private owner, mileage 18,000, immaculate £1670. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941.

Austin A125 and A135 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0352/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A125 and A135 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

7-SEATER 1951/2/3 Sheerline partitioned Limousine required, cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street. Mayfair-2941.

KENSINGTON HIRE SERVICE require to purchase 1951/2 privately owned, low-mileage, long wheelbase, 8-seater Princess limousine.—Write, giving full details, to 23, Queens Gate Place Mews, London, S.W.7, or 'phone Wes 5315. [4576

Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., for your Austin.—Tel. Sta. 2000 Seven Sisters Rd., Tottenham, N.15 [0598/R

SIMPSON'S MOTORS (WEMBLEY), Ltd. The American Car Specialists, urgently require all Austins.—Wembley 8691/3903. [W3015

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R

Austin Spares and Service

A

FOR Austin, Wimbledon for everything Austin, spares pre-war and post-war; exchange units from stock; Saturdays till 6 p.m.; night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0223

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W. (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6600), and 382, Streatham High Rd., S.W. 16 (Streatham 0054). [0160/R

C. G. NORMAN and Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [0500/R

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop 2632/2820. [0729/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Spares and Service

AUSTIN, the main agents for spares, service and repairs.
TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0916/R

FAIRLEYS (REG PHILLIPS) are first choice for Austin 7 spares; lists and parts by return.—John St., Sheffield 22876. [4933

ALL spares for Austin 7 and A40.—Write, 'phone or call, Autobodies, Hawksley Ave., Sheffield 43348, for immediate service. New spares lists available shortly. [5451

AUSTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274/5. [0399/R

REPAIRS, reasonable prices! Reconditioned guaranteed 7, 10, 12, gear boxes, shock absorbers, engines, all types repaired; quotations free; gears, parts, set seat covers from £5/15; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647.

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184 R

AUSTIN-HEALEY

WM WELBECK MOTORS, Ltd., for Austin-Healeys.—

1954 (June) Austin-Healey, dark green, delivery mileage only, immediate delivery list price. A unique opportunity to acquire one of these cars without waiting till the end of the summer.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 1139 (6 lines). [C4049

ACRES offer:—

1953 (October) Austin-Healey 100, blue, with blue interior to match, moderate mileage. £985

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2

AUSTIN-HEALEY, registered May, 1954, 900 miles only, £1,045.—Clayton's Cars (London), 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1954 (May) Austin-Healey, red, black leather interior, 3,000 miles, one owner, as new; £995.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

Austin-Healey Spares and Service

FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd., Le Mans tuning kits and high-compression pistons available.—Address: Donald Healey Motor Co., Ltd., Warwick.

BENTLEY (3½, 4¼-litre and New 4½-litre)

CM CAR MART, Ltd.

1949 Bentley 4¼-litre standard steel saloon, sliding head, radio, heater; £2,150.

1949 Bentley 4¼-litre standard steel saloon, radio, heater, sliding head; £2,195.

1952 Bentley 4¼-litre standard steel saloon, sliding head, radio, heater; £2,950.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C1039

RIPPON.

RIPPON.

RIPPON BROS., Ltd.,

THE Northern Bentley specialists, offer the following cars, in first-class condition:—

1952 (October) Bentley standard steel saloon, big bore, big boot, velvet green, red leather, loose covers, immaculate condition, mileage 16,000; £3,500.

1950 (June) Bentley standard steel saloon, velvet green tan leather condition as new, mileage 33,000; £2,550.

FOR further details apply to:—

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [0906/R

ACRES offer:—

1935 3½-litre Bentley, British Racing Green, fitted with many extras, £575; also 1934 3½-litre Bentley saloon, turquoise blue with £200 Bentley engine overhaul, £495.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2.

HR. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 standard steel saloon, synchromesh gear box, large boot, black with beige hide; £3,650.

1952 standard steel saloon, large boot, black and maroon with maroon hide; £3,500.

1952 standard steel saloon, large boot, black with tan hide; £3,500.

1952 standard steel saloon, small boot, two-tone grey with pale blue hide; £2,850.

1951 standard steel saloon, 4.6-litre, Tudor grey with pale blue hide; £2,750.

1950 Freestone & Webb sports saloon, black with brown hide; £2,800.

1950 standard steel saloon with division, midnight blue with grey hide; £2,250.

1950 standard steel saloon, black and primrose with beige hide; £2,250.

1949 Hooper razor-edged sports saloon, black with beige hide; £2,600.

1949 standard steel saloon, two-tone grey with pale blue hide; £1,950.

1948 standard steel saloon, green with beige hide; £1,750.

1947 standard steel saloon, black with grey hide; £1,595.

WE are interested in the purchase of Bentley cars and invite communication from owners who have such vehicles for disposal.

HR. OWEN, Ltd.,

17 Berkeley St., London, W.1. Tel. Mayfair 9060. [C5052

BENTLEY (3½, 4¼-litre and New 4½-litre)

J

B

JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley, please write for stock list; open until 8 p.m.

1949 Mark VI standard saloon, painted pearl grey and upholstered in blue hide, 51,000 miles; price £1,950.—Jack Barclay, Ltd., Berkeley Square, London, W.1. Open till 8 p.m. May, 7444. [C1082

ACRES offer:—

1935 Rolls-Bentley 3½-litre Park Ward sports saloon, bottle green, with leather upholstery to match; beautifully kept and maintained; first £550 secures; part exchanges welcomed.

ACRES AUTOS, Ltd., 156/158, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a

PB Ltd. offer:—

1936 (August delivery) 3½-litre Bentley, Freestone & Webb mitred edge sports saloon, black, blue leather.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C5035

HA. FOX & Co., Ltd

OFFICIALLY appointed Bentley retailers.

1954 Bentley S.S. saloon with automatic gears; mileage 1,800. (B.220.)

1953 Bentley Freestone & Webb special saloon, mileage 5,200. (B.221.)

1952 Bentley S.S. saloon, big bore; mileage 20,000. (B.222.)

1951 Bentley S.S. saloon, big bore; mileage 45,000. (B.223.)

1949 Bentley 4¼-litre saloon; mileage 42,000. (B.224.)

H. A. FOX & Co., Ltd., 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822.

TOM GARNER Ltd., offer:—

1951 Bentley 4¼-litre Mark VI 4-door sports saloon, grey, by Freestone & Webb; £5,450.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

EVANS & O'MALLEY offer:—

1936 Bentley 4½-litre H. J. Mulliner saloon, fitted heater and sun roof, 2 spares, excellent condition throughout; £695gns.

LOWNDES Sq., Knightsbridge, S.W.1. Sloane 1353/1709. [4146

AUTOMOBILIA, Ltd., offer:—:

1936 4¼-litre Bentley Vanden Plas 4-door de luxe sunshine saloon, grey, blue leather, radio, twin spot lamps, 2 spares, excellent condition; £675.—Automobilia, Ltd., Pippbrook Garage, Dorking 4504/5391. [C1089

MANN EGERTON & Co., Ltd.

1953 (Oct.) Bentley automatic gear 4¼-litre steel saloon, large boot, black, 13,000 miles; £4,150.

1951 Bentley steel saloon, midnight blue, beige leather, 25,000 miles; £2,700.

1950 Bentley H. J. Mulliner saloon, grey with green leather upholstery, 44,000 miles; £2,650.

MANN EGERTON & Co., Ltd.,

14 Berkeley St., W.1. Hyde Park 2073. [C2006

MAIDSTONE ENGINEERING Co

1938 Bentley 4¼-litre sportsman's Park Ward saloon, most beautifully finished in silver with grey leather interior and carpets to match, fitted with the unique and desirable feature of Perspex roof, fitted H.M.V. radio, demister, chrome passlamp, twin chrome Lucas horns, Ace wheel discs, taxed for the year and fitted almost all new tyres, mechanically in really excellent condition throughout, complete with all tools and instruction book, a most attractive and excellent example; £895; choice of three.

CROSS St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C3000

MASCOT MOTORS, Ltd., offer:—

1935 3½-litre DK series Hooper foursome drop head coupe; £595.

1935 3½-litre C.W. series Thrupp & Maberly sports saloon, £595.

237-243 Kensal Rd., Ladbrooke Grove, W.10. Ladbroke 1231/2. [C5007

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Derby 47471-6. [C4073

BROOKLANDS: Individuality, new and used cars.

1950 Bentley Mark V standard steel saloon.

BUY or sell with Confidence. Open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8351-6 [C1029

JACK OLDING & Co. (MOTORS), Ltd.

OFFICIAL Rolls-Royce and Bentley retailers, offer from their stock:—

1953 4½-litre large boot standard saloon, velvet green/beige hide, bench type front seat, one owner, 19,000 miles; £5,650.

1952 4½-litre large boot standard saloon, grey/grey hide, 22,000 miles; £5,400.

1951 4¼-litre standard saloon, black/red leather, 34,000 miles; £2,450.

1950 4¼-litre H. J. Mulliner saloon, black/brown leather, one owner; £2,675.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C5030

1946 Bentley H. J. Mulliner saloon, radio; £1,650.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2025

1934 Bentley Park Ward; £550.—Anthony Crook, Caterham 2252. [C1063

1937 Bentley 4¼ Park Ward saloon, guaranteed; £620; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C5029

BENTLEY (3½, 4¼-litre and New 4½-litre)

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce & Bentley retailers and repairers, offer:—

1951 Bentley Mk. VI sal.; £2,475.

1949 Bentley Mk. VI coupe by Park Ward; £2,625.

1949 Bentley Mk. VI sal.; £1,975.

1947 Bentley Mk. VI sal.; £1,855.

ALL the above cars have had a comprehensive check-over and are fully guaranteed; part exchange and deferred terms arranged.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

KNIGHTSBRIDGE MOTORS, Ltd., London, S.W.1. Sloane 4066, offer:—

1950 (May delivery) Bentley steel saloon, black, one owner, 29,000 miles only, new condition; £2,375.

1951 (November) Bentley standard steel saloon, big bore, mileage 24,000, black tan, radio as new; £2,850.—Below.

1950 Bentley fitted James Young 2-door sports saloon, light green/tan, exceptional condition; £2,650.—Below.

1948 Bentley standard steel saloon, black/brown, radio, recent overhaul at makers, full history available; £1,750.—Below.

HC. PAUL, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. [C5040

BENTLEY 4¼-litre standard steel saloon, 1954, dark green with grey below waistline, grey leather upholstery, 3,000 miles.

THREE months' comprehensive guarantee; part exchange and hire purchase.—Kennings, Ltd., Leadmill Rd., Sheffield, 1. Tel. 26451. [5483

1937 4¼-litre Bentley Park Ward saloon, in excellent condition, taxed, new tyres; £695.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

BENTLEY Mk. VI 1949 steel saloon, black with brown hide, extremely well kept condition, £1,975, exchanges and terms.

BENTLEY Mk. VI 1949 saloon by Freestone & Webb, coachwork dual port wine and beige, exceptionally well maintained, easily mistaken for new; £2,475.

BENTLEY 4¼ Park Ward saloon, meticulously maintained, completely reconditioned throughout by Bentley authorised engineers. £735; exchanges and terms.

SWANMORE GARAGE, Ltd., Rolls-Royce & Bentley Specialists, 1176-1180, Christchurch Rd., Bournemouth, E. (Tel. 43344 & 43345, Southbourne). [C4024

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth. Tel. 1272, officially appointed Bentley retailers and repairers; reliable used cars in stock. [5722

1951 (June) Bentley Mk. VI standard saloon, light grey, red leather, one private owner, Bentley maintained; price £2,450.—Write Box 6696. [5758

BENTLEY 1953 Mark VI saloon, black and maroon upholstery, very small mileage, as new; £3,975.—Attwood's Garage, Ltd., Stafford. Tel. 2566-7-8. [5719

1936 Bentley 4¼-litre drop head coupe by Park Ward, well cared-for car; £675.—Wessex Motors, Winchester. Tel. 5555. [5779

1937 Bentley 4½-litre Mulliner sports saloon, excellent body and mechanical condition, recent bills available; £575.—Macaulay (London) 7211. [5846

1947 Mark VI standard steel saloon, grey and black, mileage 39,000; £1,795.—Louis & Co., 56, Lancaster Mews, London, W.2. Padd. 9196. [C2069

BENTLEY 1952 (June), large bore, two-tone grey, 17,800 miles, splendid condition; £2,850 lowest.—Linkside, Links Rd., Worthing. Swandean 608. [5905

1952 (June) Bentley, big bore, small boot, two-tone grey, red upholstery, under 18,000 miles, indistinguishable from new; £2,850.—Linkside, Links Rd., Worthing. Swandean 608. [4936

BENTLEY 3½-litre 1935 4-door sports saloon, Ace discs, fog lamp, heater, radio, reverse lamp, windscreen washer, etc.; £450.—Duchesne of Wimborne. Tel. 108. [5840

1948-9 Bentley standard steel saloon, in grey and black, radio and two heaters, loose covers, whole car in spotless condition; £1,850.—Orchard Lea, Boars Hill, Oxford. Tel. 75189. [5732

BENTLEY 1952 saloon (black), beige leather upholstery, 26,000 miles, perfect condition, maintained by Bentley Motors; £2,700.—Martin Baker Aircraft Co., Ltd., Denham, Uxbridge, Middx. [5638

1948 Bentley Mk. VI standard steel saloon, two coloured green, piasskin upholstery, immaculate throughout, complete history available; £1,675.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

BENTLEY 4½-litre spts. sal. 1936, superb car of quality for the connoisseur, fastidiously maintained beautiful lines, outstanding performance; a car that one would be proud to own; £575.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Uplands 4812. [C1041

1940 Bentley Mark V Park Ward sports saloon, most extensive and recent overhaul history, beautiful condition; £1,595.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5215. [C4036

MAY 1950 Bentley standard steel saloon, black with brown hide, one owner, maintained by Bentley since new, complete history available, unmarked, almost as new; £2,150 (Trade enquiries).—Broadway Motors, 67, High St., Hounslow. Hounslow 0175.

945gns.—Bentley, September 1939 4¼-litre Park Ward 4-door sports saloon, black, sliding head, brown leather, overdrive, H.M.V. radio, carefully used, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1936 Bentley 4¼-litre Park Ward sports saloon, black, two owners, moderate mileage, very good history, over £500 spent on factory overhaul, condition well above average; £695; trade and part exchange, enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016

SPEED Bentley saloon, sun metal grey and black, red leather upholstery, immaculate, rebuilt and re-registered 1948, bills shown, chrome, etc., in beautiful condition; £345 or £125 deposit.—Francis Spencer, 351-355, Stockport Rd., Longsight, Manchester, 13. Ardwick 5260. [6008

1936 Bentley 4¼-litre sports saloon, body by Park Ward, finished in black with Ace discs, car is fitted with special P.100 headlamps, spotlight, also Motorola radio, good tyres, car is in excellent condition and at the reasonable price of £625, or would accept small post-war car in part payment.—Western 1509. [5960

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

£245—1932 Bentley 4-litre 4-door Gurney Nutting sports saloon, in beautiful condition; a gift at £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

BENTLEY 4¼-litre overdrive chassis fitted with most attractive razor-edge 4-door sports saloon, coachwork by Park Ward, finished in light blue with real hide upholstery to match. Ace discs, twin horns, loose covers, a really beautiful example of this famous make.—Inglis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. Way. 5784. [5432

1950 Bentley Mark VI H. J. Mulliner sports saloon; this superb example is finished in mid-blue with blue hide upholstery and is fitted with sliding roof, radio and heater; it is quite outstanding specimen and must be seen to be appreciated; recommended with every confidence; £2,675; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

1937 (registered January) 4¼-litre Thrupp mitred-edge sunshine saloon, capacious boot, black, history available, really excellent throughout. £695. Alpe & Saunders, Ltd., Providence Court, North Audley St., Mayfair-2941. [C1006

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

SPEED Six coupe (26.6 31), B.R. green, any trial or inspection; h.p./exchanges; £275.—37, Bury Old Rd., Prestwich 2152, Manchester. [4158

BENTLEY Speed Six, four-door sports saloon, 1930, outstanding mechanical condition, body good, low mileage; £275.—Box 6643. [5680

BENTLEY Red Label Vanden Plas open 4-seater, excellent weather equipment, well shod; £275.—M. E. O'Brien, c/o Frobisher 8131. [5735

4½-litre unblown Vanden Plas sports tourer, very nicely maintained; £265; offers or exchanges either way; terms.—Rudds, adjoining Central Station, Worthing 7773-4. [5752

1929 4½-litre Vanden Plas tourer, in beautiful and original condition throughout; offers around £300.—3, The Monks Croft, Coventry, or Tel. Coventry 5329 before 6 p.m. [5873

£244!!!—Bentley 3-litre Red Label, radiator forward mounted, open Vanden Plas 4-seater, modernised lighting, low pressure tyres, magnificent specimen condition, any trial will convince; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221, (East Finchley Underground.) [C2052

Bentley Cars Wanted

CM

THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. [0958/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

R. C. WIMBUSH Ltd., require urgently well kept 1948-50 Standard steel Bentley saloons.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. [W4056

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 2255. [0540/R

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Midland 2437. [0857/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Bentleys.—Wembley 8691/3903. [W4015

1948-9 Mk. VI Bentley required, good price paid.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [5810

PRIVATE buyer requires 1948/50 standard saloon, only Bentley serviced car considered, state mileage and price to Box 6682. [5745

SPECIAL Bentley required, small wheelbase, small h.p. saloon, in good condition; will pay up to £900.—Box 6745. [5809

BEST price offered for low-mileage Mark VI Bentley cars, 1947-1953.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. 3431-2. [W3011

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

1954 Bentley Mark VI show model required after duration Motor Show in exchange 1949 Freestone & Webb; inspection Yorkshire.—Write Box 6805.

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

TAYLOR & CRAWLEY will buy low mileage pre-war and Mark VI Bentleys at attractive cash prices.—Hyde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [W4056

WANTED, good 3-litre Red Label Bentley, Vanden Plas body preferred; must be reasonable, or would exchange 1934 3½-litre Bentley Freestone & Webb drop head coupe.—Howson, "Rutland," Pope Lane, Penwortham, Lancs. [W2064

Bentley Spares and Service

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Bentley cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small, free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0827/R

BORGWARD

METCALFE & MUNDY, Ltd.

1954 Borgward diesel 4-door saloon, 10,000 miles, radio, Cornercroft Rimbellishers, many extras.

METCALFE & MUNDY, CONCESSIONAIRES, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471.

BRISTOL

ANTHONY CROOK.

NEW Bristols from stock, various colours to choose from, also comprehensive stock of used Type 404, 405, 401 and 400 cars in stock.

LEADING distributors since the cars origin; all spares and reconditioned units in stock, ready for immediate fitting by specially trained staff; high performance engines available; the advantages of dealing with leading distributors will be obvious.

ANTHONY CROOK MOTORS, Head Office, Caterham Hill, Surrey. Tel. 2252, also

ANTHONY CROOK MOTORS, 14-16, High St., Esher, Surrey. Tel. 4560 (showrooms for callers only, please). [C1063

K. D. M. & CHERRINGTON, Ltd.,

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [C2054/R

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—60, Piccadilly, W.1. Grosvenor 4141. [0618/R

1949 (Nov.) Bristol 401, 30,000 miles; £1,295.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1948 Type 400 Bristol saloon, modified chassis and bodywork recently overhauled, colour black; £975.—A.F.N., Ltd., London Rd., Isleworth, Middlesex, Hounslow 0011. [C2015

BRISTOL 400 (November, 1948), metallic blue with fawn hide, radio, heater, and many extras, excellent condition throughout.—Sporting Cars, Ltd., Bare, Morecambe 3456-7. [5768

1950 Bristol 401, many very special features and every extra, outstandingly beautiful car; £1,345.—Taylor & Crawley, Hyde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

BARTLETT.—Bristol 1948-49 Type 400 saloon, Bristol overhaul, wireless, heater, many extras, exceptionally fine condition, open to the most expert examination; £895.—27a, Pembridge Villas, W.11. [C1015

BRISTOL.—If you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors; demonstration 403 available any time; distance no object; part exchanges and confidential terms with pleasure; catalogue by return post.—Charles Cruickshank Motors, The "Bristol" Centre of Bristol. Tel. 25280. [0474/R

Bristol Cars Wanted

BJ. HUNTER, Ltd., offer:—

FOR immediate purchase of your Bristol

BJ. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303 [W2040

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Bristols.—Wembley 8691/3903. [W4015

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BRISTOL 400 or 401 required, good price paid.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [5811

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx (Hounslow 0011). [0476/R

B.S.A.

1938 B.S.A. coupe, occasional three, sliding roof, excellent condition; £155.—Bermondsey 2532, Business hours. [5884

145gns.—B.S.A. Scout, late 1937 series 4 10hp sports 4-seater, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

B.S.A. Cars Wanted

ROWLAND SMITE'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model), spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7753. [0144/R

BUGATTI

SPORTING 4-seater T57; £625.—J. Lemon Burton, Lonsdale Rd., London, N.W.6. Maida Vale 1331. [0870/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

BUICK

ACRES offer:—

1936 McLauchlin Buick, Royal blue, with Bedford cord interior, immaculately kept, mechanically perfect, taxed to the end of the year; £200.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

1950 Buick Dynaflow Riviera sedan, radio, heater; £1,395.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

BUICK, '35 28.2hp, two owners; £80; ideal hire car, seat 6.—Cox, 20, Cornwall Gdns., Margate. Thanet 20654. [5889

BUICK T. and M. 7-passenger limousine, ideal hire car; £250.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

1939 Buick Viceroy saloon, leather, recent engine overhaul; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

BUICK

RHD 1951 Buick Riviera saloon, black, low mileage, radio and heater, specimen car.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Buicks.—91-95, Fulham Rd., S.W.3. Kensington 4858.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0534/R

7-PASSENGER, 1938, good condition partitioned Limousine required, cash waiting.—Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

1950 Cadillac, model 62 radio and heater, Hydramatic drive.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858.

1950 Cadillac sports sedan, radio and heater, one owner, beautiful specimen; £1,865.—Taylor & Crawley, Mayfair, 42a, South Audley St., W.1. Grosvenor 8881. [C4036

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858.

7-SEATER modern partitioned Limousine required, cash waiting.—Alpe & Saunders, Ltd., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase user Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

RHD Chevrolet Fleetmaster 4-door sedan, wireless and heater; £595.—Val. 4674. [C2018

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

1954 Chevrolet 4-door Two-Ten series saloon, colour grey, fitted Powerglide, radio and heater, right hand drive, first registered July, 1954, 700 miles only; £2,145.

1953 Chevrolet 4-door Two-Ten series saloon, right hand drive, radio and heater, 6,000 miles; £1,745.

1951 Chevrolet Styleline 4-door saloon de luxe, right hand drive, heater; £1,195.

1949 Chevrolet Styleline 4-door saloon de luxe, left hand drive radio, heater, many extras; £695.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

CHEVROLET Master 85, black, fawn interior, steering column gears, sound, reliable car; £245.—Hillwood Motors, Mill Hill (London) 4232. Open 9-8 mon.-Sat. [5854

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588 [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles, distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [S1027/R

CHRYSLER

AUTO SALES (LONDON), Ltd. offer:—

1948 Chrysler Plymouth 4-door de luxe saloon, R.H.D., black, brown leather interior; £625.—Auto Sales (London) Ltd. Belsize Rd. N.W.6. Maida Vale 5555. [5425

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-SEATER, 1938/39, good condition 24/28hp Limousines required, cash waiting.—Alpe & Saunders, Ltd., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd

CHRYSLER distributors spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555-2155. [0405/R

CHRYSLER Specialists, repairs, spares, exchange engine service.—A. A. Mitchell (Motors), Ltd., 1, Balham High Rd. London, S.W.12. Tel. Balham 2234. [0361/R

CITROEN

ACRES offer:—

1950 Citroen Big Six black, with red leather upholstery in immaculate condition, fitted with many extras; £565.

ACRES AUTOS, Ltd. 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2.

CAR MART, Ltd.

1952 Citroen Light 15 saloon, radio, heater; £675.

1950 Citroen Light 15 saloon, sliding head; £475.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

H. W. MOTORS, Ltd., offer:—

1952 Citroen Light 15, 17,000 miles, one owner; £695.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6 [C2042

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

ACRES offer:—

1948 Citroen 12hp saloon, black, with brown leather, beautifully kept and maintained and in spotless condition throughout; £450; part exchanges welcomed.

ACRES AUTOS, Ltd., 136/138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd. S.W.1. Vic. 2211. [0756/R

RUSSELL MOTORS offer:—

1954 (March) 15hp Citroen saloon de luxe, twin carbs., 4,000 miles only; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

THE MOTOR HOUSE offers:—

1951 Citroen 15 saloon, black, beige leather; £565.

1951 Citroen 15 saloon, black, red leather; £545.

1947 Citroen 15 saloon, mist green, beige leather; £425.

ALL these cars are in super condition and are guaranteed 3 months; terms and exchanges, any make.—The Motor House, Stoulton, near Worcester. Tel. Peopleton 275. [6031

1949 Citroen Light 15, one owner, perfect; £425.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

CITROEN Light 15 saloon (Oct., 1953), black, red leather; 4,000 miles; £795.—Stratstone, 40, Berkeley St., W.1. Mayfair 4404. [C4022

CITROEN distributors for sales, service and spares demonstrations can be arranged for all models.—Ring Speedwell 9761, Gordon Cars (London), Ltd., 7-9, Russell Parade, Golders Green, N.W.11. [0011/R

1953 Citroen 6-cylinder, radio and heater, extremely attractive; £845.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

LIGHT 15 coupe, recellulosed mushroom, engine overhauled, excellent condition throughout, 1939; £250 or offer.—Lacey, The Wash, Chapel, Derbyshire. Tel. Chinley 57. [5766

1953 (September) Citroen Light 15, blush grey with red interior fitted radio and heater, absolutely faultless; £785.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1091

1953 (Sept.) Citroen 15 saloon, sun roof, leather, radio, etc., low mileage, new condition; £850.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965. [C1010

£265!!!—Citroen 15 special long chassis saloon de luxe, this vehicle being a family saloon is very economical and seats 7 people, having special long chassis and extra seats, looks as modern as 1950 model.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1939 (May) Citroen Light 15 roadster, mechanically excellent, twin carbs., heater, identical 1946; £225.—Law, Greenroyde, Manchester Rd., Rochdale 201511. [5916

CITROEN Light 15, 1947, recent complete overhaul, many extras, black; £365, or exchange larger post-war drop head coupe, cash either way.—Simmons, 12, Rex Place, Park Lane, W.1. Grosvenor 1188. [5962

1939 Citroen 12hp drop head coupe, £200 mechanical overhaul this year, now completely recellulosed, fitted new hood, carpets, etc., an exceptional car; £275.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1953 (July) 15,000 Citroen Light 15 de luxe, sun roof, large boot, finished in blush grey, fitted radio, twin spots, red leather interior unmarked, a one-owner genuine beautiful car; £745; exchanges; terms.—Frosts Cars, Ltd., 23, Ballards Lane, Finchley, N.3. Finchley 7300. [5966

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

CITROEN.—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

SIMPSON'S MOTORS (WEMBLEY), Ltd. The American Car Specialists, urgently require all Citroens.—Wembley 8691/3903. [W4015

Citroen Spares and Service

SOUTH of the Thames.

BALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

SHRIMPTONS MOTORS, Ltd., Distributors, W.4.

SHOWROOMS: 242/4, Brompton Rd., S.W.3. Ken. 9464.

SPARES and Service: 137-143, High Rd., Chiswick, W.4. Chis. 6159, and 47, Montrose Place, Halkin St., S.W.1. Sloane 5490. [0727/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive, trains, 48-hr. service.

WOODFORD CAR MART, Essex distributors for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., 3 Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls swivel joints reconditioned 48-hrs; all spares stocked. [0585/R

FRENCH without tears. Have you seen the special accessories for Citroen? Spotlamp-badge bars, wheel discs, long type wing protectors, front and rear, aluminium rocker covers, etc.; send for illustrated catalogue.—Radwar Motors, Citroen Specialists, Cowper St., Birmingham 19. Aston Cross 2425. [3603

DAIMLER

OVERSEAS CARS, Ltd., offer:—

DAIMLER E.S., 24hp saloon, black/brown upholstery, a unique car in exceptional condition throughout, fitted various extras, two owners only; £515 o.n.o. For other Overseas Cars bargains see page 59.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

PHILIP RICKARDS, Ltd., offer:—

1953 (August) Daimler Conquest saloon, green, 7,000 miles, taxed, perfect; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

GUY SALMON AUTOMOBILES offer:—

1952 Daimler special sports coupe, 23,000 miles, superb condition, one owner; £1,385.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

STRATSTONE, Ltd., Daimler distributors.

DAIMLER Straight Eight touring limousine, Hooper (1952) blue, cloth, one owner; £2950.

DAIMLER 2½-litre special sports coupe (1951) grey, black leather; £1,375.

DAIMLER 2½-litre Conquest saloon (1954) black, red leather, 4,000 miles; £1,350.

DAIMLER 2½-litre Conquest saloon (1953) black, green leather; £1,195.

DAIMLER 2½-litre Consort saloon (1951) black, brown leather; £950.

DAIMLER 2½-litre saloon (1950) black, brown leather; £850.

DAIMLER 2½-litre saloon (1949) black, green leather; £750.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404). [C4022

DENHAMS GARAGE (ESHER), Ltd.:—

AREA dealers for Daimler cars.

NEW Daimler Conquest and Century for immediate and early delivery.

1954 (March) Daimler Conquest, as new; £1,295.

1951 (May) Daimler Consort, excellent condition throughout; £875.

1947 Daimler 2½-litre saloon, radio, heater, screen washers; £535.

1939 Daimler E.L.24 owner-driver sports saloon with division, recent works overhaul; £365.

DENHAMS for Daimler, Portsmouth Rd., Esher. Tel. 3560. [5248

TURN TO PAGE 53
Featuring
PLACES OF INTEREST FOR THE WEEK-END MOTORIST

1952 Daimler Consort saloon, black, one owner; £1,095.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

DAIMLER 2½-litre saloon, 1948 model, black, one owner, small mileage, showroom condition; £560.

WELHAM, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [C4070

CASS'S MOTOR MART.—Daimler 26hp 8-cylinder Mulliner sports saloon, outstanding condition.

1950 Barker drop head coupe, carefully used, one owner; £735; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1952 Consort saloon, fitted radio, £965.—Mansfield Autos., Ltd., Euston 2587. [C3001

1952 Daimler Consort saloon, black, one owner, 15,000 miles, as new; £1,045; also

1951 Daimler Consort saloon, black, 11,000 miles, as new, fitted radio; £945.

RIPCO, Ltd. (Daimlers Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-5-4.

DAIMLER 2½-litre saloon, 1948, blue with blue leather upholstery, heater and demister, small mileage; £595.

THREE months' comprehensive guarantee; part exchange and hire purchase.—Kennings, Ltd., Leadmill Rd., Sheffield, 1. Tel. 26451. [5487

1951 Daimler Consort, black with dark blue leather upholstery, one owner, magnificent car; £795.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester 15. Tel. Ardwick 2950.

1952 (January) Daimler Consort saloon, blue with blue leather, radio, heater, one owner, carefully maintained; £915.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

1940 (September) Daimler, one owner, specimen car; £375.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

1949 (September) 2½-litre saloon, black, green interior, radio and heater, excellent condition; £625.—Robbins, East Putney. Tel. 7881.

ASK Ralph Clews about your Daimler exchange for a new or used model; write or 'phone the long-established Daimler agents.—Coventry Motor Mart, Ltd., Coventry 2146-7. [0444

ARCHIE SIMONS & Co., Ltd.—1952 Daimler Consort saloon, black, brown hide, fitted built-in radio and heater, 15,000 miles one meticulous owner since new £1,075.—94, Gt. Portland St., W.1. Lan. 1345. [C4015

1948 Daimler limousine by Hooper, one private owner from new, 54,000 miles, electric windows and division; £2,250.—Hoffmans of Bradford, Ltd., 177, Manningham Lane. Tel. 23791. [5800

£2,888!!! will buy a Daimler Hooper 27hp special limousine, cost nearly £6,000 when new, now just over 3½ years old with nominal mileage and literally looks and runs like brand new.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

21-litre Daimler Consort, black with brown upholstery, first registered March, 1955, fitted heater and radio, mileage 15,000 miles, Daimler works maintained throughout, unmarked and as new; price £1,200.—Daniel Smith, Ltd., Machine Tool Makers, Peel St., Wolverhampton, Staffs. [5458

DAIMLER

DAIMLER Consort 2½-litre 1951 model saloon, finished black with red leather upholstery; very carefully maintained by one owner, this car is quality tested and carries a 3-month guarantee, mileage 32,000 only; £850; seen at—Adams and Gibbon, Ltd., St. Thomas St., showrooms, Newcastle-on-Tyne. Tel. 28281.

XXX Extremely attractive 1947 (July) Daimler 2½-litre saloon, luxuriously equipped and fitted with radio, heater, twin pass lamps, etc.; finished black with brown leather; a car which must be seen for its attractiveness to be fully appreciated; written guarantee; terms, exchanges.—H. F. Edwards, 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

A & S Limousine, 1939/E.L.24, partition, forward occasionals, black, privately chauffered, exceptional throughout, immaculate, £575.

26000 miles, 1938/E.L.24, exceptional Hooper Coachbuilt partitioned Limousine, widest forward occasionals, swept tail, black, original private owner, meticulously maintained, 1952-condition. Alps & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941.

Daimler Cars Wanted

CHAIN OF EALING.

REQUIRE used 2½-litre Daimlers.—Perivale 4404. [W1045

CHARLES FOLLETT, Ltd., official Daimler agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936 [W2010

KIRKWOOD CARS buy most types of Daimler, 79, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

WANTED—Daimler Empress saloon Mark II, Hooper body.—C. Metcalfe, Ltd., Ellin St., Sheffield 1.

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Daimler.—Wembley 8691/3903. [W4015

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED, Daimler post-war 27hp saloon (adjustable driving seat).—England, City Transport, Lower Parliament St., Nottingham 45745. [5896

Daimler Spares and Service

KINGSTON-ON-THAMES, Daimler agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kin. 2241-2. [84053/R

DAIMLER and Lanchester specialists.—Debram Motors, 17, Atherstone Mews, S.W.7. Western 4541. [5721

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box, exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0256/R

DAIMLER and Lanchester repairs, spares, gear boxes a speciality, reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R

DARRACQ

XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

DELAGE

1939 24.4hp D6.75 Delage, fitted absolutely outstanding, 4-door 5-seater coachbuilt sunroof saloon with most graceful swept tail incorporating spacious luggage compartment, the entire car being of extremely elegant and modern line, finished brilliant immaculate black cellulose, chromium waist-mouldings, chromium bright fittings, finest brown leather upholstery, beautifully polished interior woodwork, accessories to tone, fitted built-in radio, twin demisters, screen-washers, twin wing-mirrors, sun-visors, concealed ashtrays, etc., equipped Cotal electric gear box, hydraulic brakes, independent front suspension, special jacking-system, sprung steering wheel, one-shot lubrication system, Marchal lighting, double-dipping headlamps, comprehensive instrument layout, excellent tyres/battery, fully serviced throughout, magnificent performance, the finest Delage we have ever handled; 3500miles; written guarantee, Hire Purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

SELBORNES.—World concessionaires.

£995!! 1951 model D6 3-litre 4-door saloon.

82 Park St., W.1. May. 4753. [4495

Delage Cars Wanted

REQUIRED, really good Delage.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

DELAHAYE

XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1045

D.K.W.

THE new 3-6 Sonderklasse D.K.W. now available for early delivery and demonstration.

A.F.N. Ltd. (Sole Concessionaires), Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011

TWO beautiful drop head coupes, one cabriolet, one fixed head saloon D.K.W. cars available.—Below

B & M GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares.

DKW cars always available at reasonable prices; fully guaranteed new D.K.W. crankshafts at £25/10; sleeved blocks at £11; both offered on exchange basis; fitted by really trained expert fitters; repairs and overhauls our speciality.—B. & M. Garages Ltd., 42A, St. Michaels St., Paddington, W.2. Paddington 6877. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0006/R

LARGEST importers of genuine D.K.W. spares; write for Auto Union approved price list.—Carr's Motors, Hardman St., Liverpool. Royal 5141 (5 lines).

MAIN importers of genuine spares for all pre-war D.K.W. cars; service and maintenance.—Schenk Motor Engineering, 465, Stretford Rd., Manchester, 16.

Dodge Spares and Service

DODGE specialists repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FERRARI

1952 Earls Court show model Ferrari drop head coupe, model 212 Inter 2½-litres, V.12 engine, mileage under 15,000, colour grey with red leather, fitted radio, heater, screenwashers, triple note horns, Borani wheels, 5-speed gear box, docile yet capable of genuine 125mph. BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

1952 (Earls Court Show model) Ferrari 4.1-litre saloon (the only one in this country), ex-David Brown body coachbuilt by Ghia, silver blue top, dark blue below waistline, 10,000 miles since new, mechanically perfect, reputed to be the fastest saloon car on the road.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

FIAT

MAYFAIR GARAGES, Ltd.—Fiat, Fiat, Fiat.—Below.

MAYFAIR GARAGES, Ltd.—1950 (reg. '52) 500c ohv de luxe r/h. drive convertible coupe, dark blue with blue Tygan interior, heater, demister, bumpers, exclusively smart car with outstanding road performance, three months' guarantee; £465.—Below.

MAYFAIR GARAGES, Ltd.—Feb. 1940 1100 508c de luxe 4-door pillarless saloon, duo grey with soft hide upholstery, recently overhauled, excellent tyres, exceptionally well maintained car in outstanding condition throughout, three months' guarantee; £325.—Below.

MAYFAIR GARAGES, Ltd.—1942 (reg. 1952) 500 de luxe 2nd series hardtop coupe, auxiliary seats, l/h. drive, black, Italian upholstery, roof grid, very smart car with excellent and economical road performance, three months' guarantee; £310.—Below.

MAYFAIR GARAGES, Ltd.—Descriptive illustrated literature and price lists on request.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, 8 Balderton St. (opposite Selfridge's clock), Mayfair, W.1. Mayfair 3104-8. Open 9-6. Saturdays 9-1.

XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1955gns.—Fiat 500, 1959 model convertible coupe, light blue, blue leather, very good condition; terms, exchanges.—Rowland Smith, below.

1955gns.—Fiat 12 1959 4-door saloon, sliding head, leather, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

C. V. RUSHMER. The Fiat Specialist for first-class reconditioned models; April, 1949, 1100 saloon, recon. engine, showroom condition guaranteed.—39, Holland Park, W.11. Park 5731. [C3061

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

REQUIRED, really good post-war Fiat.—Edwards, 8 Amenbury Lane, Harpenden, Herts. Harpenden 118.

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Fiat.—Wembley 8691/3905. [W4015

Fiat Spares and Service

FIAT 500 trouble? Try B.D.J. (England), Ltd., 65, Rowlands Rd., Harrow, Byron 6026. [0325/R

MAYFAIR GARAGES, Ltd.—Fiat 500 reconditioned, exchange engines, pre- and post-war, £35; Fiat repairs and renovations at competitive prices.—Below.

MAYFAIR GARAGES, Ltd., Balderton St., W.1. Mayfair 3104, open 9-6, Sats. 9-1. [0632/R

S. & S. MOTORS.—Fiat 500cc spare stockists; retail and trade replacement service units.—165a, Westbourne Grove, W.11. Bay. 1644. [0136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat., Wembley. [0909/R

FIAT 500, 1100 and 1500, full range spares, replacement parts new and used, reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in exchange.—Derrington, 159, London Rd., Kingston 5621-2. [S1071

FORD ANGLIA 1954

1954 (July) Anglia, works mileage; £635.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

W. J. BROWN Ltd., established over 30 years.

1954 Ford Anglia, in Bristol fawn, with red upholstery, fitted twin S.U.s (standard induction available), fitted radio, heater, screen wash, etc., in all £100 of extras, a de luxe Anglia with a most exuberant performance; £625.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1954 Anglia, just run in, one owner, showroom condition; £575.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061

FORD (8 h.p.)

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

DAGENHAM MOTORS, Ltd.—Ford main dealers.

1953 Ford Anglia, black, 7,000 miles; £440.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388, and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

1949 Ford Anglia, black with red interior, very nice condition throughout; £315.

CATTERMOLES (GARAGES), Ltd., 79/89, Pentonville Rd., nr. King's Cross Station, N.1. Ter. 1001. [0268/R

1951 Ford Anglia saloon, black, clean; £305.—Cranmer, Ltd., Tel. 2040 Potters Bar. [C1062

1946 Ford Anglia, excellent condition; £285.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26, Sydenham 6129. [C2068

ANGLIA 1947 (August), black, brown interior, first class throughout; £285.—21, Cranbrook Drive, Whitton, Twickenham. [5949

FORD (8 h.p.)

395gns.—Ford Anglia, 1952 saloon, black, one owner, 5,600 miles, spare unused; terms; exchanges.—Rowland Smith, below.

245gns.—Ford Anglia, 1947 saloon, black, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

BASIL ROY, Ltd.—1953 Anglia, mileage 4,000, loose covers, one careful owner, as new; £425.—161, Gt. Portland St., W.1. Langham 7733. [6040

£295 (1½—1946 Ford Anglia de luxe saloon, excellent and unusual condition, choice 2, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

1946 Ford Anglia, recon. engine, leather, as 1953 car; £310.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1953 (June) Anglia, as new, 9,000 miles, heater, green beige interior, carefully maintained.—45, Warren Rd., Banstead, Surrey. Burgh Heath 4547. [5685

1951 Ford 8 Utility, reconditioned engine, very many extras, maintained by engineer regardless of cost, superb condition; £325.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4055

1948 (late) Ford Anglia, one owner, excellent condition throughout; £275; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

ARCHIE SIMONS & Co., Ltd.—1952 Ford Anglia saloon, 16,000 miles only, one owner, fitted radio, loose covers and many other extras, taxed, virtually as new; £425.—94, Great Portland St., W.1. Lan. 1343.

1946 (November) Ford Anglia saloon, one owner, black green, extremely attractive car throughout; £265; H.P. and part exchange welcomed.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD POPULAR 1954

DAGENHAM MOTORS, Ltd.—Ford main dealers.

1954 Ford Popular saloon, black, 5,000 miles, only £415.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388, and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green Green 4821. [C1066

30 miles only.—1954 (July) Ford Popular saloon, £465.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. (Ad). Leicester Square Tube Station.) Temple Bar 3588. [C1027

FORD POPULAR

CAR MART, Ltd.

1953 Ford Popular saloon; £435.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1059

POPULAR, 1,600 miles, immaculate, taxed, insured year, blinkers, etc., £425.—Ewell 3715. [5903

1953 Ford Popular colour blue, taxed to end of year, 2,000 miles; £420.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

FORD (10 h.p)

CAR MART, Ltd.

1952 Ford 10hp Anglia saloon; £395.—Car Mart, Ltd., 57, Davies St., Grosvenor Sq., W.1. Mayfair 5011. [C1039

SLOCOMBES, Ltd.

1953 (October) Prefect, 13,000 miles only, blue and as new; £540; part exchanges, motors and motor cycles with pleasure; easy terms arranged immediately.—Slocombes, Ltd., 36-52, Dudden Hill Lane, Willesden, N.W.10, adjacent Dollis Hill Underground Station. Willesden 4869. [C4017

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4282 and 9140 for details

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot) [0100/R

DAGENHAM MOTORS Ltd.—Ford main dealers.

1953 Ford Prefect, black, 1,500 miles; £565.

1953 Ford Prefect, black, 13,000 miles; £525.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388, and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green Green 4821. [C1066

1948 (June) Ford Prefect, black, carefully maintained; £335.

GEE CARS, Ltd. 60-62, Queenstown Rd., S.W.8. Mac 3363. [3760

£425—Ford Prefect, 1950, December, black, leather upholstery, fitted with heater.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234.

1948 Ford Prefect 4-door saloon, one owner, taxed year, excellent condition; £350.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter St. 121. [C3058

£345—Ford 10 1947-8 4-door saloon, tip-top mechanically, very good tyres.

BENMOTORS 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, H.P. [C1017

1953 Ford Prefect saloon, fawn, red leather upholstery, 3,500 miles; £535; private.—Box 6730. [5775

1949 (May) Prefect, black, leather upholstery, meticulously maintained; £375.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424.

1939 Ford Prefect utility, factory built wood body, mechanically and body good throughout, guaranteed; £195.—Kings Motors, 1, High St., Hounslow. Tel. 3533. [C2049

PRIDE & CLARKE, Ltd.—1953 Ford Prefect saloons, all low mileage, various colours and specifications, choice several from £499; 1952 black/red, £469; 1951 black/beige, £449, 1947 black/red, £249; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251 [C5068

FORD (10 h.p)

1951 (June) Prefect, very low mileage, amazing condition, looks as new; 425gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [5604

1951 Prefect 4-door saloon, excellent condition, guaranteed; £425; exchanges, terms.—Palmers, 5, Russell Gardens Mews, Kensington, W.14. Park 9704 [C3034

ARCHIE SIMONS & Co., Ltd.—1953 Ford Prefect, one-owner saloon, black, brown leather, nominal mileage, excellent condition throughout; £495.—94, Great Portland St., W.1. Lan. 1343. [C4013

5000 miles.—1953 Ford Prefect (export model), bench type seat, black/red, as new; £555.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C5040

1948 Prefect, one private owner, leather, reconditioned engine, taxed year, 3 months' guarantee; £355.—Davies Motors, Ltd., 275, London Rd., Staines. Tel. Staines 4211-2-3-4-5. [C1080

295gns.—Ford Prefect, 1947 saloon, black, red leather, heater, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Ford Ten Cars Wanted

GOOD Prefect wanted; immediate cash.—Lib 1604 or Vlg. 8978. [W3048

GARDNER & Co. (HENDON) will buy your Ford Prefect.—Hendon 3359 and 8460. [W2074

MARSTON MOTOR Co., Ltd., for your Ford 10.—Fe. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

FORD Prefect also 8hp wanted, immediately, cash.—135, High St. South, E.6. Grangewood 2530.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

W

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Consul saloon, black, 17,000 miles; £675.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

1953 Ford Consul saloon; £715.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

RAYMOND WAY.

RAYMOND WAY, of Kilburn

RAYMOND WAY, the hire-purchase specialists.

1952 Ford Consul saloon, genuine 18,000 miles, really immaculate throughout, heater fitted, leather interior, as new, taxed December: 669gns, or 1/5th deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, 4 Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

PHILIP RICKARDS, Ltd., offer:—

1954 Ford Consul convertible coupe, blue, radio, heater, 4,500 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

DAGENHAM MOTORS, Ltd.—Ford main dealers.

1953 Ford Consul, black, heater, 5,000 miles; £715.

1953 Ford Consul, black, heater and radio, 10,000 miles; £695.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388, and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green Green 4821. [C1066

1954 (July) Ford Consul convertible coupe, black, red leather, 200 miles only, heater; £925.

RIPCO, Ltd. (Consuls purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4.

1954 Consul, as new, 5,000 miles, heater, leather, taxed; £690.—165, Valley Rd., Ipswich 4921.

1953 Consul saloon, radio, heater, low mileage, guaranteed; £645.—Palmers, 5, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3054

1953 model (reg. November, '52) Ford Consul, heater, one owner, 15,000 miles only, 3 months' guarantee; £595.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1953 (Sept.) Ford Consul, black with red leather, heater, one owner, 8,300 miles only; £675.—Brew Bros., Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1063

JACK ROSE, Ltd., offer:—1952 Ford Consul, clean inside and out, open to any examination and trial; £595.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

845gns.—Ford Consul, 1954 convertible coupe, Dorchester grey, red leather, Whitewall tyres, Ace Rimbellishers, one owner, 1,400 miles, spare unused; terms; exchanges.—Rowland Smith, below.

695gns.—Ford Consul, 1954 r.h.d. export saloon, Dorchester grey, heavy duty tyres, oilbath air cleaner, overriders, one owner, almost new condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1953 (May) Ford Consul, black, 9,000 miles, heater, leather upholstery, seat covers, windtone horns, etc., immaculate condition; £665.—The Service Garages, 85, East Hill, Colchester, Essex. Colchester 2772. [2952

HILLS GARAGE, Woodford, offer: July 1953 Consul saloon, blue, fitted heater, one owner from new, as new throughout, 11,000 miles only, taxed year, payments over 2 years, ½ deposit £185: 3 months' real guarantee. See page 57. [C2079

PRIDE & CLARKE, Ltd.—1953 Ford Consul saloon, grey/red leather, 7,000 miles, heater, £669; 1952 fawn/beige leather, radio, heater, £569; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C5068

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Consul Cars Wanted

FORD Consul Buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

TOP price paid for Consul or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

FORD CUSTOM

ACRES offer:—

1950 (1952 regd.) Ford Custom 2-door saloon, l.h.d., ivory and stainless steel, many extras, including loose covers and heater, beautifully kept and maintained by one extremely careful owner and in really immaculate condition; £795; part exchanges welcomed.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

FORD MERCURY

FIRST registered 1949, Ford Mercury, black, maintenance by Lincoln Zephyr, showroom condition; £565.—Dodd, Wembley 6862, or Perivale 495. [5950

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Zephyr saloon, leather and heater; £685.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

HAROLD SIMONS, Ltd., offer:—

1953 Zephyr, 7,800 miles, radio, heater, leather covers; £745; 3 months' written guarantee; free service after sale; deferred, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Crossing, 3 minutes trolley bus East Finchley Tube). Finchley 0052-3-4. [C4065

DAGENHAM MOTORS, Ltd.—Ford main dealers.

1953 Ford Zephyr, black, heater and radio, 6,000 miles; £740.

1952 Ford Zephyr, blue, heater and radio, 21,000 miles; £650.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388, and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green Green 4821. [C1066

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (August) Zephyr, black/red, highly recommended; £609.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1952 (late) Ford Zephyr, 16,000 miles only, blue, radio, heater, etc.; £675.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

CHARLES FOLLETT, Ltd., official Ford agents, offer:

1953 Ford Zephyr saloon, grey leather, heater, radio, screenwash, speedo reading 9,000, one owner, perfect order; £765.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1953 Ford Zephyr, 12,000 miles; £725.—Anthony Crook, Caterham 2232. [C1065

1953 Zephyr, black, red leather, one owner, heater and fog lamp, only 12,000 miles, spotless throughout; £725.—Campbell Symonds, Wembley 6262.

1954 Zephyr Zodiac, 3,000 miles, radio, heater, sun visor, curb wires, cream and green, two-tone upholstery; £895.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5366. [C4074

£795 !!! Ford Zephyr saloon, 1954, less than six months old, very low mileage, immaculate duo finish, leather, heater, flamethrowers.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue, open till 8 p.m.

G & M ALFREDS (1936), Ltd.—1952 Ford Zephyr, leather, heater, 13,000 miles only.—6-7, Warren St., W.1. Euston 3266. [C1005

BASIL ROY, Ltd.—New Zephyr convertible, power operated head, list price.—161, Gt. Portland St., W.1. Langham 7733. [6038

1953 Ford Zephyr, black and red, wireless and heater, Ace Rimbellishers, looks and runs like a new car.—F. Crawford, Moulton Chapel, Spalding. Tel. 277. [5697

AVAILABLE shortly, 1954 model Ford Zephyr, 4,500 miles only, black with red, some extras, practically unused; £785.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083

1954 Ford Zephyr Zodiac saloon, blue/grey, 6,000 miles, indistinguishable new; £895.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965. [C1010

1954 (Feb.) Ford Zephyr convertible coupe, power operated, grey with red hood and leather upholstery, H.M.V. radio, heater, one owner; £1,025; also

1954 Zephyr saloons, choice of colours, 1,000 to 8,000 miles, all fitted leather, heater; from £785.

RIPCO, Ltd. (Zephyrs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1953 (reg. 1952) Ford Zephyr, cream/red with red upholstery, one owner, heater and radio; £715.—Wheelers (Newbury), Ltd., The Broadway, Newbury. Tel. 1020. [5850

£699 !!!—1953 Ford Zephyr de luxe saloon, speedometer reads 7,000, whole vehicle though looks and runs like brand new; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 (model) Zephyr saloon (first registered Dec., 1952), genuine mileage 15,000, blue, blue leather and heater, excellent tyres and whole car in virtually as new condition throughout, taxed year, privately owned, no offers; £680.—Pepper, Melbourn St., Royston, Herts. Tel. Royston 2351. [5895

FORD ZEPHYR

1953 Ford Zephyr, fitted radio, heater, and leather, one careful owner since new; £725.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction) offer a selection of Ford Zephyrs with a written guarantee plus two free after-sales service vouchers.—Battersea 2252. [C3022

ROSE & YOUNG Ltd., offer 1951 Ford Zephyr, low mileage, fitted 3 carburettors by Raymond Mays, radio, heaters and leather; £625.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

Ford Zephyr Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD Zephyr Buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

TOP price paid for Zephyr or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676 [W3016

FORD (V.8)

CAR MART, Ltd.

1950 Ford Pilot saloon, radio, heater; £395.—Car Mart, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. [C1039

AUTOMOBILIA, Ltd., offer:

1937 Ford V.8 4-door de luxe sunshine saloon, black, fitted Tigon covers, reconditioned engine, excellent condition; £185.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

1949 model Pilot, radio, heater, bargain; £300.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-8676. [C4076

1950 Ford Pilot, black, radio, heater; £425.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

11 1,600 miles only (November) 1950 Ford Pilot, black with brown leather, heater, radio, no description is necessary as this is virtually as new; £595.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

1951 model Ford Pilot, blue, 20,000, very good condition, most extras, absolute dependability, economy.—B. Field, 3, Budnick Hill, Perranporth, Cornwall. [5736

1950 (December) Ford Pilot saloon, green with brown upholstery, fitted heater, exceptional condition throughout, taxed; £425.—L. F. Dove, Ltd., Guildford Rd., Woking 1262. [C1076

£475 !!! Ford Pilot saloon, registered and delivered August, 1951, dark blue with leather to match, built-in radio, heater, wing mirrors, pass-lights, coachwork unblemished, the whole car in excellent order throughout.

£145 !!! Ford V.8 saloon, April, 1939, 30hp six-seater model, goes nicely, outstanding value.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue, open till 8 p.m. [C1055

FORD Pilot, April 1950, de luxe saloon, black, brown hide, one careful owner since new, exceptional condition throughout, heater, radio and many extras, taxed for year; £430.—Archer, Backcester Lane, Lichfield. Tel. 3238. [5880

Ford V.8 Cars Wanted

REQUIRED, really good Ford Pilot.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 116. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

UTILITY—FORD OR OTHER BODIES

1952 Ford 8 Martin Walter Utilecon, 5 seats, flush fitting, £365; also Ford 10 Martin Walter 7-seats, flush fitting, £395.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C5034

AMERICAN FORD

RHD—1951 Ford Customs, radio and heater, black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

Ford Miscellaneous Cars Wanted

RS

RS

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

MANN, EGERTON, main Ford dealers, Ipswich, are prepared to pay high prices for small mileage Fords.—Tel. Ipswich 55401. [4597

SIMPSON'S MOTORS (WEMBLEY), Ltd. The American Car Specialists, urgently require all Fords.—Wembley 6691/5905. [W4015

Ford Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 5665, 0225

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines).

[0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2253), main Ford dealers, service and all spares. [0095/R

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6 Grangewood 1136. [S3065/R

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

MAIDSTONE ENGINEERING Co.

1947 Frazer Nash-B.M.W. type 328 2-seater roadster, this is one three cars imported into this country since the war and has only covered a genuine 29,000 miles, this is also one of the few genuine Hirth gear box and heavyweight rear axle models, fitted six branch exhaust system, Scintilla magneto, etc., capable of 110 mph, taxed for the year; £575.

CROSS St., Pendleton, Salford 6, Manchester, Pen. 3457. [C3000.1

MAIDSTONE ENGINEERING Co.

1947-8 Frazer Nash-B.M.W., this is one of three post-war new cars imported into this country, the genuine mileage is 29,000; this car is fitted with Hirth gear box and heavyweight rear axle, type 328 Roadster, open to any trial or examination; £575.—Cross St., Pendleton Salford, 6, Manchester, Pen. 3457. [C3000

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1938 type 320 saloon, an exceptional example; £255; terms, exchanges.—Searle, 45, Park Rd., Hampton Hill, Molesey 4614. [C4069

1939 328 sports, reconditioned at cost of £200 two months ago, Hirth gear box, competition back axle, outstanding specimen, one of six chassis imported to England, £495.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950.

FRAZER NASH-B.M.W. type 315 4-seater 2-door close coupled coupe, very attractive car fitted excellent tyres all round, engine just overhauled, finished in blue with dark blue leather interior, an excellent little car, very fast; £185; terms; exchanges.—Frosts Cars, Ltd., 23, Ballards Lane, N.3. Finchley 7300. [5967

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4016/R

HEALEY

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1951 Healey 2½-litre drop head coupe, colour blue with upholstery to match, terrific performance; reasonably priced at 599gns or £157/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Pakerloo line, 150 yards). [C4047

ROSE & YOUNG, Ltd., offer:—

1951 Healey Tickford saloon, fitted H.M.V. radio and heater, exceptional condition, blue; £775.

1951 Healey Abbott drop head coupe, fitted heater, good condition; £665.—65-69, Sternhold

XXX Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

BROOKLANDS: Sole concessionaires, Healey, new 4-seater saloon by Tickford and coupe by Abbott, immediate.

1952 Healey Tickford saloons.

1951 Healey Tickford saloons.

BUY or sell with confidence; open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8851-6. [C1029

1949 Healey 2-seater Duncan sports, guaranteed; £420; payments.—Oldfield, 386 Kensington High St., W.14. Wes. 6631. [C3029

BARTLETT.—Healey Duncan saloon, 200 miles since new, cost approximately £2,500; unrepeatable bargain; £625.—27a, Pembridge Villas, W.11. Bay 0523. [C1013

1951 Healey Tickford saloon, radio, heater, many extras, exceptional condition; £645.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

Healey Cars Wanted

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W3041

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Healeys.—Wembley 6691/5905. [W4015

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY Elliott saloon required by private buyer, price must be reasonable.—Goodwin, 102, Pershore Rd., Birmingham, 5. [5465

HILLMAN 10

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Hillman Minx Mark VI saloon, 11,000 miles; £640.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

ELM AUTOSALES offer:—

1952 Hillman Minx Phase V saloon, apple green, 18,000 miles only, one owner, loose covers, wing mirrors, a truly magnificent example; £595.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

CALIFORNIA, registered but delivery mileage only, ivory and black, taxed; £765.—Welbeck 1139. [C4049

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1947 Hillman Minx coupe; £345.

1940 Hillman 10 saloon, two owners, outstanding condition; £245.

1938 Hillman 10 coupe, radio, new hood just fitted; £235; 3 months' guarantee; terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054

CATTERMOLES (GARAGES), Ltd.

CENTRAL London Rootes agents, offer:—

1950 Hillman Minx saloons, choice of three, black, all in excellent body and mechanical condition; £495 each.

79-89, Pentonville Rd., nr. King's Cross Station, N.1. Ter. 1001. [0269/R

WARWICK WRIGHT, Ltd., offer:—

1953 Hillman Minx Mark VI, all models, including Californian hard-top, choice of colours, many fitted radio and heater, low mileage from; £650.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Hillman Minx drop head coupe, taxed year, in very nice condition throughout; £545.

1950 Minx saloon, one owner, low mileage, £84 extras; £515.

1950 Hillman Minx saloon, one owner, taxed year; £495.

1939 Hillman Minx saloon, taxed year, very good condition; £225; choice of many others.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1947 (July) Hillman Minx de luxe saloon black/grey upholstery, sunroof, well maintained; £295.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1948 Hillman Minx Ph. II saloon, black, one owner, excellent condition; £395.

1948 Hillman Minx estate car, grey, excellent condition; £395.—Hale Motors, Ltd. Tot. 7771/4. [C2076

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group products, specialists in purchase and sale of GUARANTEED used Hillmans.

WAIT a moment! Have you asked if we have a car in stock to suit your requirements and what price we will allow you on your present car? There are many advantages in dealing with a Company who give you a "good deal" for your money and "after sales" service; don't delay—ring us now! Vigilant 1121.

HIRE purchase and your car wanted in part exchange.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

1954 Hillman Minx, under 3,000 miles, blue, red leather; £725.—Rickmansworth 4137. [6021

1954 Hillman coupe, small mileage.—Chiswick 6780. [C3054

WALTER SCOTT, Ltd.—Minx saloon, August, 1947, bargain; £295.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1953 Minx saloon, low mileage, taxed; £625.—S. F. Erskine & Sons, Ltd. Tel. Woking 350. [C2051

1950 Hillman Minx, Phase IV, radio, heater, one owner, black with brown, perfect little car; £495.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C2076

1954 (July) Hillman Minx California, 250 miles only.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1949 Hillman Minx, immaculate throughout, one owner; £425.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129 [C2068

1948 Hillman Minx drop head coupe, exceptional condition; £410.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965. [C1010

1947 Hillman 10 drop head coupe, taxed year, 4 good tyres, reconditioned engine; £545.—Putney 2770. [5965

1951 convertible, 21,000 miles, overriders, fram, specimen car; £535.—Gray's, Woodbridge Rd., Guildford. Tel. 2887. [6045

1941 Hillman Minx saloon, as post-war car; £295.—Yare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074

1,000 miles only. 1954 Hillman Minx drop head coupe radio, heater, over riders, Ace Rimbeillishers, mirrors, every conceivable extra; £695.—YARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074

1946 Minx convertible, immaculate, new hood; £385.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1952 Hillman convertible, spotless; £580.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512 [C4019

£675—1953 (August) Hillman Minx Anniversary drop head coupe, blue with beige upholstery, an immaculate low-mileage car.—DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1948 (series 2) 4-door saloon, grey, blue interior, one owner, excellent condition; £445.—Robbins, East Putney. Tel. 7881. [C3010

£335—1946 Hillman Minx saloon, black, leather, taxed year, immaculate condition.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2072

1946 Hillman Minx, in very good condition throughout, fitted radio; £325.—L. F. Dove, Ltd., 69 Broadway, Wimbledon, S.W.19. Liberty 3456.

1953 anniversary Hillman Minx drop head coupe, specimen condition, colour green, many extras.—J. F. Wilderspin & Son, Chatteris, Cambs. Tel. 34. [5910

HILLS GARAGE, Woodford, offer: Sept. 1952 Minx saloon, blue, fitted heater, one owner from new, 12,000 miles; payments over 2 years, ¼-deposit, £140.—See page 57. [C2079

1953 (Aug.) Hillman estate, grey, one owner, 12,000 miles, indistinguishable from new, heater, Underseal, taxed; £665.—May, Oakford, Tiverton, Anstey Mills 210. [5754

HILLMAN 10

1948 (October) Hillman Minx drop head coupe, leather upholstery, new engine, excellent condition, 42,000 miles; £395.—The Lodge, Syston, Mangotsfield, Glos. [5688

£195 Hillman Minx, 1939, beautiful appearance, excellent condition, bargain, owner going abroad. Thompson, Bay Lodge, Hampton Court, Trojan 2265. [6013

HILLMAN Minx 10 drop head coupe 1939, superb condition throughout, new hood, taxed year; £215.—Brondesbury Motors, Brondesbury Mews, N.W.6. Mal. 0571. [5820

£355!!!—1947 Hillman Ten de luxe saloon, bodywork spotless, mechanically 100%; see this, it is the finest you can see; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

1947 Hillman Minx estate car, new engine, brakes relined, completely recellulosed; £555.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Tube Station). Open 9 a.m.-7.30 p.m. and Sunday mornings (for inspection). [C2050

1953 (Oct.) Hillman Minx Californian hard-top coupe, Mark VI, ivory, black top, red interior, many extras, negligible mileage; three months' guarantee; part exchanges, and gradual confidential payments scheme available.

McKINNON MOTORS, Ltd., Main Hillman Agents for over 20 years, "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404 [C3020

HILLMAN 14

1938 Hillman 14 saloon, reconditioned engine, clean original car; £185; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1939 Hillman 14 saloon, one owner since new, condition must be seen to be appreciated; 3 months' guarantee: £225.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [1061

£255!!!—1940 Hillman 14 de luxe saloon, magnificent 5/6-seater very economical and bargain price, bodywork spotless, whole vehicle excellent; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

Hillman Cars Wanted

R

S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

R

ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

EMA Ltd., Grove Rd., Southsea. Portsmouth 2168. [0409/R

GOOD Minx wanted; immediate cash.—Lib. 1604 or Vig. 8978. [W3048

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

HILLMAN Minx saloon wanted!!! 1949 to 1954, must be low mileage.—Box 6538. [5428

HILLMAN Minx wanted, cash waiting.—135, High St., South, E.6. Grangewood 2530. [W4032

TOP price paid for Hillman or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

HILLMAN Buyers.—Motourists (London), Ltd., Gt. North Rd. E. Finchley Station, N.2. Tudor 2301-2. [W3018

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Hillmans.—Wembley 8691/3903. [W4015

WHY accept less for your Hillman 10 saloon or estate car when you can get its full market value from [W3068/R

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

PRIDE & CLARKE, Ltd., the car buyers.—Hillmans purchased for immediate cash, buyer will call.—Tel. Brixton 1791, 158, Stockwell Rd., London, S.W.9. [W3068/R

XXX H. F. Edwards offer immediate cash for good Hillman cars.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0068/R

NOTTINGHAMSHIRE distributors Humber, Hillman always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46581. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 408-9, King St., W.6. Riv. 3665. [0224

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-81, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

HOTCHKISS

1938 Hotchkiss grand sport Chapron cabriolet Laystall's rebuilt, outstanding performance and condition throughout; £395.—Dorndorf, Kirkubbin, N. Ireland. [5876

1938 Hotchkiss 3½-ltr. sports saloon, royal blue, beige interior, outstanding performance, exceptionally well preserved; £375.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

Hotchkiss Cars Wanted

POST-WAR Hotchkiss Paris-Nice saloon required. Cotal gears, leather upholstery.—Box 6626. [5653

H.R.G.

H.R.G. ENGINEERING Co., Ltd., for makers' spares, repairs and service.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4489. [0370

H.R.G. Cars Wanted

REQUIRED, really good H.R.G.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

£145—1937 Hudson 8 drop head coupe, a smart looker, runs well; £60 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

HUDSON Commodore, 22hp, built-in radio, heater, mouth-organ front, engine and gear box overhauled, exceptional condition; £415; terms or exchanges.—Evenings, Tadworth (Surrey) 2525. [5684

1939 Hudson 17hp saloon new engine, tyres, battery, 100% condition throughout, offers or part exchange, post-war saloon.—Smith Astwoods, Staverton, Nr. Cheltenham. Tel. Churchdown 2137. [5938

1949 model Hudson Super Six streamlined luxury saloon, dual blue, radio, heater, left-hand drive; terms, exchanges; price £595.—Mobility Car Sales, Ltd., 472-480, Lordship Lane, N.22, Bowes Park 1665. [5875

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621, first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R

HUMBER

ACRES offer:—

1953 (Oct., 1954 model) Humber Super Snipe, 6 months old only, black, red leather upholstery, fitted with heater, 9,000 miles only, one owner, immaculate; £1,050; part exchanges welcomed.—ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a

CAR MART, Ltd.

1952 Humber 27hp Super Snipe saloon; £815.

1950 Humber 27hp Super Snipe saloon, radio heater; £525.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1059

H. A. SAUNDERS, Ltd., offer:

1952 Humber Super Snipe saloon, black, red upholstery, recorded mileage 12,162; heater; £775.

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

CHARLES FOLLETT, Ltd., offer:—

1952 (Sept.) Humber Hawk, black, under 12,000 miles, one owner, loose covers, very clean and well maintained car; £795.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

WARWICK WRIGHT, Ltd., offer:—

1951 Humber Imperial Mark III 7-passenger saloon, bottle green, 15,000 miles; £1,125.

1953 Humber Super Snipe Mark IV saloon, black, heater, 15,000 miles; £1,095.

1952 Humber Hawk Mark IV saloon, black, heater, 13,000 miles; £735.

1949 Humber Pullman Mark II limousine, black, radio and heater, 17,000 miles; £950.

1953 Humber Hawk Mark V saloon, grey, radio and heater, 10,000 miles; £865.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Humber Snipe 18hp saloon, black, brown interior, fitted with four new Goodyear Eagle tyres, excellent condition; £395.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1954 (March) Humber Hawk saloon, quartz blue, seat covers, trim rings, 1,300 miles, guaranteed; £950.

1953 (July) Humber Hawk saloon, black, heater, trim rings, 3,900 miles, guaranteed; £895.

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [4649

HUMBER Hawk saloon (1954), 3,000 miles, green; beige leather; £875.

HUMBER Snipe saloon (1951), black, brown leather; £550.

STRATSTONE, 40, Berkeley St., W.1. Mayfair 4404. [C4022

1953 (June) Humber Hawk saloon, one owner, black/red, 11,000 miles, unmarked; £800.—Tickford, Ltd. Temple Bar 3338 [C4029

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

CAMDEN MOTORS, specialists in limousines, offer the following Humbers:

HUMBER Pullman limousine, June, 1952, with twin heaters and built-in H.M.V. radio, one owner since new, taxed privately and maintained by private chauffeur, the whole car in faultless order throughout; £1,525.

HUMBER Pullman limousine, Aug., 1952; also one private owner but a little higher mileage than above, very good order, radio and heater; £1,395.

HUMBER Pullman limousine, 1951, Mark III series, as above but with leather upholstery to all seats (fitted at extra cost to order of late owner), also with built-in heater and radio, Whitewall tyres; £1,225.

HUMBER Pullman limousine 1951, as above model but with standard type upholstery, 90-guinea radio, heaters, seat covers, etc., formerly owned by elderly country gentleman, superbly maintained; £1,175.

HUMBER Imperial 7-seater 1952, Mark III series, leather front and rear, radio, heater screen-washers, literally unblemished throughout; £1,295.

HUMBER Pullman limousine 1950, history of maintenance and servicing by main distributors available, genuinely moderate total mileage, coachwork virtually unmarked; £965.

HUMBER Pullman limousine 1950 model. Dec. '49 delivery, extremely good order throughout, full mechanical overhaul March this year, brand new Fort Dunlop tyres and Lifeguard tubes.

HUMBER Pullman limousine 1947, widest occasionals, division, wing mirrors, etc., two previous owners, reconditioned engine, sound order; £495.

HUMBER Pullman limousine 1946, with real leather upholstery throughout, a nice bright car in thoroughly satisfactory mechanical condition; £475.

CAMDEN MOTORS, the limousine specialists, Leighton Buzzard Tel. 2041. Write for special catalogue for hire cars. [C1055/1

1952 Humber Hawk saloon, pastel blue, 17,000 miles. £625.—Mayfair 5242. [C5050

1952 Humber Hawk one owner, 18,000 miles; £695.—Western 9641. [C1069

1948 Hawk, column change, opportunity; £375.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1425-4. [C5063

645 gns.—Humber Hawk, 1952 saloon, black, red leather, small mileage, exceptional; terms; exchanges.—Rowland Smith, below.

595 gns.—Humber Super Snipe, 1951 saloon, sliding head, leather, radio, heater, one owner, spare unused, exceptional, terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

1951 Humber Hawk, showroom condition; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1953 (May) Humber Hawk, genuine 6,000 miles, one owner, covers, Ace Rimbellishers, screen washers, heater, etc.; £865.

RIPCO, Ltd. (Humbers purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1946 (Oct.) Super Snipe, good condition, radio, heater; £400 or near offer.—446, Welford Rd., Leicester. Tel. 76495. [5890

JULY, 1952, Super Snipe, 17,000 miles, heater, sun roof, immaculate throughout; £795.—Gray's, Woodbridge Rd., Guildford. Tel. 2887. [6045

1947 Humber Hawk 14hp, taxed, nice car; £320; terms and exchanges.—Fred Guy, 198, King St., W.6. Riverside 3131. [5954

HUMBER Mark II, one owner since new, carefully maintained, heater, etc., taxed; £600.—Fuggle, Bushey Heath, Herts. Tel. 1685. [C2017

1947 Humber Super Snipe saloon, guaranteed; £335; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

£550—1951 Super Snipe, grey, one owner, heater, taxed.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C5011

1953 Mark IV Humber Super Snipe, 18,000 miles, heater, two-tone green, perfect; £895.—316, Fleetwood Rd., Blackpool. Cleveleys 3202. [5886

1952 (October) Humber Super Snipe, black/red interior, one owner; £665.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1954 Humber Hawk, one owner, 3,400 miles, black, red leather, as new in every detail.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

1952 model Humber Super Snipe saloon, one owner, director's car, heater, black, red leather; £595.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 9039 & 5306. [C4074

HUMBER Snipe saloon, 1947, excellent condition throughout, heater; £515.—B. & M. Motors, 1,468, High Rd., Whetstone, N.20. Hillside 6671. [C1020

HUMBER Pullman, ex-Ministry car, with division, very good mechanically, car still at work; sales or exchanges.—J. F. Wilderspin & Son, Chatteris, Cambs. Tel. 34. [5909

1952 Humber Hawk saloon; £695, or 30 monthly instalments of £29/16/5 inc. tax for period.—Cooden Engineering Co., Ltd., Cooden, Bexhill. Tel. Cooden 600.

HUMBER Pullman limousine, 7-seater, face-forward occasionals, attractive knife-edge lines, well maintained; £385.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Uplands 4812. [C1041

1953 Humber Super Snipe saloon, 10,000 miles only, heater and radio, metallic grey; £1,075.—Guaranteed by C. G. Norman & Co., 50, Vauxhall Br. Rd., S.W.1. Vic. 2211. [5701

HUMBER Pullman 7-seater de ville, H. J. Mulliner body, chauffeur maintained, magnificent condition, cost £4,000; price now £1,075.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 2168. [C5037

HUMBER Super Snipe 1952, grey, grey leather, heater, absolutely spotless condition; wonderful value at £675.—Hillwood Motors, Mill Hill (London) 4232. Open 9-8 Mon.-Sat.

1954 (May) Humber Hawk saloon, heater, etc., 2,000 miles, positively as brand new.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325. [C2028

1950 Humber Hawk saloon, black, brown leather, reconditioned engine just fitted 3 months' guarantee; £525.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1954 Humber Super Snipe saloon, black with red leather, heater, guaranteed mileage 5,825, indistinguishable from new, registered 14/4/54; £1,250.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [5959

HUMBER

1950 Humber Hawk saloon, black, brown leather, diplomat's car, one owner, chauffeur maintained, heater, new battery, immaculate condition; £550 o.n.o.—Brittain, Trink, Lelant, Cornwall. [5942

1954 Humber Super Snipe saloon, in Alpine mist, with red upholstery, first registered March, 1954, new condition throughout, 2,000 miles only; price £1,150.—Appleton & Arundale, Ltd., Northway, Scarborough. Tel. 585. [5696

HAWK 15hp, sun roof saloon, 1948, heater, fog and spot lamp, wheel embellishers, radiator blind, exceptional condition; £450 or near; A.A. inspection invited; hire finance, exchange.—Tarrant, 20, Winchester Mews, N.W.3. Primrose 2647. [5796

1953 Humber Super Snipe saloon, chv, fitted with heater and finished black with brown leather, mileage 10,000, one owner, as new; £1,075; —Guaranteed by Wales & Edwards, Ltd., Morris House, Shrewsbury. Tel. 2027-8-9. [5852

PULLMAN '52 director's car, carefully chauffeur-driven, regularly maintenanced, perfect condition, power partition, loose covers, radio, heater, windscreen washers, independent foglamps, special circuit warning lights, extra tyres (besides spare); seen London.—Box 6755. [5849

ROSE & YOUNG Ltd., offer 1952 Humber Super Snipe saloon, low mileage, fitted set of new Dunlop Fort, whitewall tyres, indistinguishable from new, black, one owner; £685.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

£695!!! 1950 drop head coupe, special Tickford foursome bodywork on Super Snipe chassis, magnificent looking car with equally magnificent performance, originally cost over £2,000, with built-in press-button radio, heater, wing mirrors, etc., immaculate pastel finish.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue; open till 8 p.m. [C1055

1950 Humber Super Snipe touring limousine, one owner, radio and heater, front and rear, electric division, immaculate condition, £595; 1949 Humber Super Snipe, grey, £595; first registered 1948 Humber Pullman semi-razor edge, £395; unregistered 1938 Humber Pullman, £175.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

A & S LIMOUSINES—Offer selection low mileage ready service privately chauffeured 7-seaters, guarantee certificate, detailed lists despatched.

£275 1938 Pullman black Limousine, partitioned 7-forward, certified mechanically, exceptional value.

LIMOUSINE 1948 Pullman, partition, forward occasionals, certified mechanically, black. £650.

LIMOUSINES, selection partitioned Pullmans, 1949/50, forward occasionals, black, lavishly equipped, ready service, guarantee certificate.

LIMOUSINES, 1951, partition, forward occasionals, leather throughout, also cloth interior, lavishly equipped, magnificent condition, certified mechanically, from £1065.—Alpe & Saunders, Ltd., Providence Court, North Audley St. Mayfair-2941. [C1006

Humber Cars Wanted

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2231.)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 5353.)

MANCHESTER.—129, Deansgate (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3252.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Eampstead (Tube), N.W.3. Ham. 6041. [W4018/R

EMA Ltd., Grove Rd. Southsea. Portsmouth 2168. [0410/R

7-PASSENGER privately owned 1938/1946/7/48 Limousines urgently required.—Below.

7-PASSENGER 1949/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines urgently required, cash waiting.—Alpe & Saunders, Ltd., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

TOP prices paid for 1950-51-52 Pullman limousines.—Woodall Nicholson, Ltd. Well Lane, Halifax. Tel. 4251. [0330/R

TOP price paid for Humber or similar type car; trade or privately.—54 Streatham Hill, S.W.2. Tulse Hill 26-6. [W3016

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Humbers.—Wembley 8691/3903. [W4015

XXX H. F. Edwards offer immediate cash for good Humber cars.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, New St., Birmingham, and Lower Temple St., Birmingham, 2 [0086/R

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, 84, Parliament St., Nottingham. Tel. 46581. [0553/R

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

INVICTA

4½-litre Invicta low-chassis speed model, taxed December; first reasonable offer accepted.—Write Box No. 525, c/o Walter Judd, Ltd., 47, Gresham St., E.C.2. [5731

JAGUAR

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

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HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2281.)

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CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3464).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027/R

ACRES offer:—

1950 Jaguar Mark V saloon, black and brown leather, extras include heater, etc., magnificent condition throughout; £555 secures.

ACRES AUTOS, Ltd., 136/138, Streatham Hill, London, S.W.2. Tulse Hill 1909 [C1002A

ACRES offer:—

1938 Jaguar 2½-litre saloon, black with red leather upholstery; £210.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2.

COACHCRAFT offer:—

£625 or near offer.—1950 (May) Mark V 3½ saloon, black, one owner, H.M.V. radio and heater, 4 new Dunlops mounted, very well kept example in exceptionally good mechanical order, 60lbs oil pressure hot, no renewals or repairs needed, taxed, 5 months' mechanical guarantee; terms and exchanges. Below.

£575.—1950 series (Sept. '49 reg.) 3½ Mark V saloon, former property managing director Jaguar Motors, heater, radio, very impressive car in first rate order throughout, 5 months' mechanical guarantee, terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 655. [C1053

BOON & PORTER, Ltd.

1954 Mark VII saloon, pastel blue, overdrive, 4,000 miles, run-in 2,000 miles, loose covers, unique opportunity.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

JACK ROSE, Ltd., offer:—

1953 Mark VII Jaguar saloon, radio and heater, Whitewall tyres, black and brown hide, a genuine car; £1,275.

1950 Jaguar Mark V, in black, with beige hide, very clean inside and out, open to any examination; £695.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C5056

HAROLD SIMONS, Ltd., offer:—

1951 Jaguar Mk. V saloon; £700; 3 months' written guarantee; free service after sale; deferred, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2 (at North Circular Crossing, 3 minutes trolleybus East Finchley Tube). Finchley 0052-3-4. [C4065

H. BEART & Co., Ltd., offer:—

1950 Jaguar Mark V saloon, black with tan upholstery, fitted Michelin X tyres and lifeguard tubes, in nice condition throughout; £695.—102, London Rd., Kingston-on-Thames. Kingston 5346.

ROSE & YOUNG, Ltd., offer:—

1954 Jaguar Mark VII saloon, 1,500 miles only, fitted radio and loose covers, black with red leather; £1,495.

1954 XK120 fixed head coupe, 4,000 miles only, fitted radio, chrome rims, etc., as new, British racing green with beige leather; £1,450.

1953 XK120 fixed head coupe, full racing modifications including wire wheels, radio, etc., low mileage, unmarked, black with red leather, £1,545.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

MYERS & BURNELL, Ltd., offer:—

1954 Jaguar XK convertible, pastel blue, light blue upholstery, radio, etc., 3,000 miles only; £1,525.

1954 Jaguar Mk VII saloon, black, brown leather, radio, Lifeguards, etc., 4,500 miles only; £1,500.

DAVYGATE, York. Tel. 2142. 15673

DUNCAN HAMILTON & Co. offer:—

1954 Jaguar XK120 coupe, colour cream with beige hood, red leather interior, fitted radio, windscreen washers, heater, Rimbellishers, spot-lights, whitewall tyres, 3.5 axle ratio, specially tuned and maintained car in beautiful condition throughout, only covered 5,000 miles, personal property of J. Duncan Hamilton; £1,465.—55, High Rd., Byfleet, Surrey. Byfleet 3101 day and night. [C1091

BRADSTOCK MOTORS, Ltd., offer:—

£800—1951 (February) XK120 sports, many extras including heater, loose covers, etc., never raced, immaculate.—Chase Rd., Epsom. Tel. 5969/7. [C1090

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-5, offer:—

1954 Model XK120 hard-top, finished black, red leather, radio, heater, Ace Rimbellishers, spotlamps, speedo reading 1,800 only, condition throughout as new; £1,495. [C1001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

LAMBS OF WOOD GREEN for Jaguars.

£777 !!!—1951 Jaguar XK120 sports 2-seater, immaculate and spotless condition, never been used for trials or racing.—Below.

£695 !!!—1950 Jaguar Mark V 3½-litre de luxe saloon, in the most immaculate condition that we have had for a Jaguar, beautiful throughout, only wants seeing.—Below

£495 !!!—1949 Jaguar 3½ de luxe saloon, carefully used, only 2 owners, specimen condition.—Below.

£295 !!!—1939 Jaguar 3½ and 2½ saloons, both beautiful and excellent.—Below.

£235 !!!—1937-8 Jaguar 2½ de luxe saloons, choice of 2, both excellent; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1952 Jaguar Mk. VII saloon, grey, radio; £1,145.

1951 Jaguar Mk. V saloon, green, radio; £850.

1951 Jaguar XK120 2-seater, black; £895.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

1949 Jaguar Mark V 4-door saloon, black, in superb condition; terms and exchanges; £550.

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [6047

KNIGHTSBRIDGE MOTORS, Ltd., London, S.W.1. Sloane 4086, offer:—

1954 model Jaguar XK120 fixed head coupe, grey and red, 6,000 miles only, in new condition; £1,375. [C2063

1951 Jaguar Mk. V saloon, black, excellent condition; £725.

1950 Jaguar Mk. V saloon, grey, radio and heater, taxed; £685.—Hale Motors, Ltd., Tot. 7771/4. [C2076

1954 Jaguar XK120 drop head coupe, works mileage; cost over £1,700; offers required.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

1952 Jaguar Mark VII, 15,000 miles, immaculate; £995.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

XXX Chipstead Motors, Ltd.—C-type competition 2-seater.—See our advertisement under "Sports Cars." [C1046

1949 Jaguar 3½-litre, heater and radio, first-class condition; £475.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1947 3½-litre Jaguar; £395.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1947 1½-litre saloon, black, immaculate condition throughout; £495.—London Cars, 592-6, Greenford Rd., Middx. Waxlow 2643. [C2057

1947 1½-litre Jaguar, heater, radio, etc., beautiful model in superb condition; £465.—Mouat Eng. Co., Bangor, North Wales. Tel. 1127. [5899

1947 (November) 3½-litre Jaguar, immaculate, new engine; £390 o.n.o.—Tel. Middleton-on-Sea 3091. [5764

1951 XK, one owner, beautiful example, most carefully maintained; £825.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424.

BARTLETT.—Jaguar XK120 fixed head coupe, radio, almost unmarked.—27a, Pembridge Villas, W.11. Bay. 0523.

1950 Jaguar XK120, 2 owners, 22,613 miles, fitted radio, twin lamps, immaculate, finished pastel blue; £925.—Roberts, Greenacres, Ponthir, Mon. [5782

1937 Jaguar 2½ saloon, good body, reconditioned engine (crankshaft reground) and gear box, bills available, excellent tyres; £150.—Tel. Malmesbury (Wilts) 3200. [5892

1952 (August delivery) Jaguar Mark VII saloon, black with tan upholstery, wireless, Ace Rimbellishers, fitted rubber mats, showroom condition, any trial or inspection.

1954 Jaguar Mark VII saloon, exceptional opportunity.

RATCLIFFE'S (PURLEY WAY), Ltd., Purley Way, Croydon, Surrey. Tel. Croydon 3678-9. [5045

1953 Mark 7, battleship grey, red leather, one owner, supplied by K.J., taxed year, immaculate; £1,195.—K.J. Motors, Ltd., Bromley. Ravensbourne 3456. [5972

1947 Jaguar 3½-litre saloon, fitted radio, heater, special equipment, a perfect motor car throughout; £425.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

£265 !!!—Exceptional offer to clear part exchange; 1939 1½-litre saloon, reconditioned engine (bills here £55).—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£475 !!!—Jaguar 1½-litre 14hp special equipment sports saloon, very late registration, 1948 model, smart metallic finish, Ace discs, built-in heater, definitely an outstanding specimen.

£395 !!!—Jaguar 2½-litre sports saloon, 1947, built-in radio, heater, screen washers, excellent mechanically and of smart appearance.

£695 !!!—Mark V Jaguar, 1950, one of the finest we have handled, genuine one-owner car with all extras, radio heater and in magnificent order.

£1095 !!!—Mark VII Jaguar, Oct. 1952, metallic grey with red leather, very low mileage specimen, immaculate order throughout.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue; open till 8 p.m. [C1035

1947 1½-litre Jaguar saloon, carefully driven and maintained, a sound and reliable car, taxed till end of year; £400.—Petrie, No. 7 O.M.Q., R.A.F., Finningley, Doncaster, Yorks. [5740

1950 Mark V Jaguar saloon, radio and heater, excellent condition throughout; £675.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085 [C1065

1954 (February) Jaguar Mk. VII saloon, 5,000 miles, one careful owner, maroon with beige upholstery; price £1,450.—Lewis Woolf, Ltd., 144, Oakfield Rd., Selly Oak, Birmingham, 29. Sel. 1578. [5717

1950 Jaguar Mark V saloon, finished in black, brown leather, moderate mileage, excellent condition; £695.—Saul & Slatter, Ltd., 44-46, Aldermans Hill, N.13. Tel. Palmers Green 3631-2-3. [C4002

JAGUAR

1947 Jaguar 1½-litre special equipment saloon, green with green leather, radio, heater, Ace discs, taxed year, superb condition throughout; £465.—Glover's Cars, Ltd., 4-6, High St., Worthing 4943.

JAGUAR 1½ d'head, first reg. Nov. 1940, new hood and tyres, good body, recent engine and gear box overhaul; £245; terms and exchanges.—Portland Sports Autos, Meadowhead Garage, 186, Meadowhead, Sheffield 8. Tel. 45212. Open Sunday (for inspection). [6026

1951 model XK120, first registered December 16th, 1950, finished in grey with red and beige interior, many extras, beautifully maintained car; £855.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065/1

1951 Jaguar, black, red leather, 30,000 miles, radio, heater, ex property Jaguar chief inspector, regularly serviced, beautifully maintained, in perfect order, taxed Dec.; £825; terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [5450

595 gns.—Jaguar late 1949 Mark V 3½-litre saloon, black, sliding head, brown leather, radio, heater, twin passlights, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Row and Smith, Hampstead (Hampstead Tube), Hampstead 6084. [C4018

1951 XK120, this unblemished car is fitted several hundred pounds extras including Ocelot seats and mats, fitted trunk mats, picnic set, radio, etc., and is winner of numerous Concours, mileage 14,000; accept £940; exchanges and terms.—Epps Bros., The Larches Garage, Farnborough, Kent. Tel. 2244. [5958

1953 (February) Jaguar Mark VII saloon, colour lavender grey with suede green, radio, one owner, genuine mileage 10,200, taxed December 31st, maintained by distributors since new, virtually showroom condition, must be seen to be appreciated; £1,325.—MacVitie, Malvern. Tel. 300. [5718

XK120 most outstanding fully C modified sports, my Jaguar must surely be the model ever offered for sale, it is, as yet, unraced, absolutely unmarked and has covered only 14,500 with one lady owner, over £300 of extras, spares and modifications; £875.—Capt. Green, 185, Oldfield Lane, Greenford, Middlesex. Waxlow (London) 3458. [5894

XXX 1951 (August) Mark VII Jaguar saloon, a beautifully maintained car with one private ownership, finished in pearl grey and chromium with grey hide upholstery, fitted with heater and sliding roof, speedometer reading 17,000 miles, outstanding performance; written guarantee; £998; terms, exchanges.—H. F. Edwards, 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

TO the prospective Jaguar buyer who requires a really genuine low mileage car, we can offer the following: positively immaculate 1948 3½-litre sportsman's saloon, sliding roof, fitted heater, finished original birch grey with grey leather and carpets; this car is in practically brand new condition throughout, total mileage 21,000 only, taxed year; £535.—Gordon White & Co., Ltd., Gerrards Cross 2077. [5956

MARK VII, August, 1952, saloon, grey with grey leather, one elderly owner only, total mileage 23,000; maintained exclusively at Jaguar works since new, full works data available, fitted, regardless of cost, with fully modified engine, steering, brakes and suspension; also has H.M.V. radio, heater, Ace chrome Rimbellishers, windscreen washers, Lifeguard tubes, loose covers, specially made rubber overcarpets, melodious windhorns, upholstered rear boot and Lucas flamethrower spotlamps, total cost over £2,000, taxed year; price £1,050; if necessary terms arranged privately.—Particulars, Tel. Birmingham South 3018. [5838

Jaguar Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Hamp. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002/R

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8070. Seven Sisters Rd., Tottenham, N.15. [0180/R

11-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643 [W2057

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W3041

TOP price paid for Jaguar or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Jaguars.—Wembley 8691/3903. [W4015

XXX H. F. Edwards offer immediate cash for good Jaguar cars.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938 to 1954.

AND at Manchester, Cheetham Hill Rd., Deansgate. 6216-7.

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 3631-2-3. [S4002/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate E.7. Maryland 4818. [0435/R

Jaguar Spares and Service

LEX GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Lex Garages, Ltd., Forty Avenue, Wembley. Arnold 1154-5. [0719/R

LEONARD WILLIAMS & Co., Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400 [0528/R

LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080; Deansgate, Manchester. Tel. Deansgate 4507 [0391/R

REPAIRS, reasonable prices! Reconditioned guaranteed gear boxes, engines, shock absorbers; quotations free; gears, set seat covers from £5/15; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.5. Primrose 2647. [0932

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. [0820/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 5013-0621. [0241/R

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS!!! Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares, below). [C3066

UNIVERSAL CAR DISTRIBUTORS (LONDON) Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc., noted for all American spares.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. [0335/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the car buyers.—Jeeps purchased for immediate cash, buyer will call.—Tel. Brixton 1791. 158, Stockwell Rd., London, S.W.9. [W3068/R

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4738. [S3066

JOWETT

WMWELBECK MOTORS, Ltd., for Jowetts:—

NOWHERE else can you choose from so many wonderful cars.

1953 Javelin de luxe, black with brown hide, Ace Rimbellishers, loose covers, 7,000 miles, full Series III of very latest type, positively identical to brand new; cars such as this are very rare and almost impossible to come upon, £775; another, 14,000 miles, grey/red hide, at £700; another, 13,500 miles, gold/red hide, £700.

1951 Javelin de luxe, in grey with red hide, twin speaker Motorola, Ace Rimbellishers, screen washers, wind deflectors, 23,000 miles, owned by one titled lady since new; £560.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (nr. Baker St. Station). Welbeck 1139 (6 lines). Far the largest Jowett agents in the country. [C4049

TOM GARNER, Ltd., offer:—

1953 Jowett Javelin 1½-litre Series III saloon de luxe metallic green, heater, radio, 16,000 miles; £765.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS, Ltd., Golders Green, offer:—

JOWETT Javelin saloons, new, unregistered, from stock, colour choices; £886/10/10.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1953 Jowett Javelin de luxe saloon, Series 3, low mileage; £785.

1952 Jowett Jupiter 2-seater, one owner, exceptional; £625.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

1951 Jowett Javelin, metallic green, 4-door saloon, a very fast car, in beautiful condition; terms and exchanges; £545.

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [6048

1953 Javelin de luxe, one owner, bronze with red interior, only 17,000 miles; guaranteed; £695.—Campbell Symonds, Wembley 6262. [C1037

1952 (October) Jupiter, series III engine just fitted; £595.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424.

1952 Jowett Jupiter. 1953 modifications, exceptional condition; £575.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

BARTLETT.—Jupiter (January, 1954), 2,000 miles only, indistinguishable from new; £695.—27a, Pembridge Villas, W.11. Bay. 0523. [C1013

£750—1953 Jowett Javelin de luxe saloon, series III engine, turquoise blue, beige upholstery, recorded mileage 14,000, fitted heater, radio, screen washers and other extras.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

JAVELIN series 3 standard saloon, registered March, 1954, and still under maker's guarantee, mileage 3,700, undersealed, run-in gently, using colloidal graphite, no superlatives; the car is new; £725.—Robinson, 36, Hall Park, Lancaster. [5893

MAYFAIR COUNTRY CARS offer: 1952 Jowett Javelin de luxe saloon, black, brown leather, H.M.V. radio and heater, 17,000 recorded mileage, one owner, superb condition, £575; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3033

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

1952 Jowett Javelin standard saloon, bronze, fawn interior, 22,000 miles, one owner, unusually well kept; late modifications; just serviced throughout; £525; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049

H. A. SAUNDERS, Ltd., Golders Green, require:—

JOWETT cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424.

REQUIRED, really good Jowett Javelin.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

TOP price paid for Jowett or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Jowetts.—Wembley 8691/3903. [W4015

Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0561/R

KINGSTON-ON-THAMES. Jowett distributors; all spares and replacement units available, plus specialised service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kin. 2241-2. [54055/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

BIRMINGHAM agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

JOWETT spares; Gordon Cars (London), Ltd., have the largest stock of spares and give the finest service.—7-9, Russell Parade, Golders Green, N.W.11. Speedwell 9761. [0133/R

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 2225-6. [0073/R

A.V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. [0759/R

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialist repairs.—228-234, London Rd., Croydon. Cro. 3641-2; and Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. [0463/R

KAISER-FRAZER

ACRES offer:—

1952 Kaiser-Frazer saloon, sky blue, and stainless steel; many extras including heater, Whitewall tyres, overdrive, etc.; this fantastic and magnificent vehicle has been beautifully kept and maintained and is indistinguishable from new; looks like £2,500, our price £1,125; part exchanges welcomed.

ACRES AUTOS, Ltd., 156/158, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

KAISER-FRAZER Supersonic de luxe 4-door sedan 2.11.51), chrome-hooded facia board, radio, heater, every extra, most outstanding and beautiful car, colour maroon; £995.—Cyril Sheppard of Reading, Sonning 2345. [6001

LAGONDA

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer:—

1951 2½-litre Lagonda saloon, finished maroon, radio, heater, many extras, immaculate condition throughout; £1,250. [C1001

PERFORMANCE CARS, a good selection always available; written guarantee.—See under "Sports Cars." [3041/R

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.), PLEASE apply for our list of reconditioned used models; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. [C1080

LAGONDA 2½-litre saloon, 1950, black with beige leather upholstery, one owner, radio, heater, and demister; £1,050.

THREE months' comprehensive guarantee; part exchange and hire purchase.—Kennings, Ltd., Leadmill Rd., Sheffield 1. Tel. 26451. [5464

LAGONDA 2-litre saloon, splendid condition; £175 or near offer.—Smith, 41, Chislehurst Rd., Bromley, Kent. Imperial 4508. [6003

1949 2.6 Lagonda saloon, 32,000 miles, heater and radio; £995.—Woking Motors (Maybury Till), Ltd., Woking 1928. [4057

BROOKLANDS: Lagonda distributors, latest 1954 models, 2-door saloon, power operated coupe, coachwork by Tickford, on show and for demonstration.

1952 Lagonda 2.6 Mark I saloon.

1950 Lagonda 2.6 drop head foursome coupe

ABOVE cars passed by makers.

BUY or sell with confidence; open 9 till 7.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1954 (January) Lagonda 3-litre saloon, dark blue, grey roof, grey upholstery, 4,300 miles, carefully run in, as new; £2,950.—McKechnie, Sandymere, Tarporley, Cheshire [5916

LAGONDA

1935 pillarless saloon, 2 owners, recently overhauled 2½-litre; seen Kent or London.—K. H. Kingham, Swan Farm, Goudhurst, Kent. [6052

1935 4½-litre Lagonda d.h. coupe, fitted L.G. engine, entire car maintained regardless of cost, good tyres, new hood, many extras.—W. J. Coe, Ltd., 15, Crown St., Ipswich. Tel. 3555. [5703

1950 Lagonda 2½-litre saloon, black with beige hide, chauffeur maintained for one owner, radio, heater, etc.—A. R. Ambler, Ltd., 89, Manningham Lane, Bradford, Yorks. Tel. 32266. [6016

1950 (Sept.) Lagonda 2.6-litre drop head foursome coupe, in maroon with beige upholstery, fitted Vantage engine, radio, heater, many extras, taxed Dec.; £965; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [5839

1936 (Sept.) 4½-litre Lagonda (6 cyls.) 4-seat tourer, green, green leather, new hood, tonneau cover and side screens, 66,000 miles since new, immaculate and perfect; £635.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

£399 !!!—The finest 4½-litre Lagonda pillarless sports saloon we have had; specimen bodywork, 1937 model but in 1951 condition, leather like new, chassis 100%; this is a bargain; don't miss it; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

REQUIRED, really good V.12 or post-war Lagonda.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Lagondas.—Wembley 8691/3903. [W4015

Lagonda Spares and Service

DAVIES MOTORS, Ltd.—See our display advertisement on page 139. [S1080

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14 saloon (1953), grey, red leather; £950.

LANCHESTER 14 saloon (1952), black, fawn leather; £850.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404).

1953 model Lanchester 14 saloon, black and brown, 8,800 miles only, as new; £895.—Lovell's Garage, Peterborough 2001. [5593

1952 (September) Lanchester 14 saloon, radio, heater, one owner, useful order, any exam.; £895.—Seymour Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C4007

1947 Lanchester 10 saloon, black, preselector gears, excellent condition, guaranteed; £450.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 6704. [5534

HILLS GARAGE, Woodford, offer January, 1951, Lanchester 10 saloon, black, fitted heater, two owners from new, 25,000 miles, cost £1,246 new, payments over 2 years, ¼ deposit £159; see page 57. [C2079

Lanchester Cars Wanted

POST-WAR Lanchester 10 required, in good condition.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [W4055

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Lanchesters.—Wembley 8691/3903. [W4015

AT the old-established Lanchester agents, Coventry Motor Mart, Ltd., you can 'phone or write Ralph Clews about your Lanchester exchange for a newer model.—You get a good deal at Coventry Motor Mart, Ltd. Tel. 2146-7. [0445

Lanchester Spares and Service

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0689

ALLEN'S, Victoria Rise, Clapham, S.W.4. Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199.

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Lanchester cars, preselector gear box exchanges and 48-hour repairs.—165, Fulham Rd., Chelsea, S.W.3. Kensington 7301. [0237/R

LANCIA

GUY SALMON AUTOMOBILES offer:—

1953 Lancia Aurelia 4-door pillarless saloon, under 3,000 miles, unregistered, passed by Lancias; £2,250.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

APRILIA 1939 Eagle coachbuilt saloon, good condition; £270; seen Birmingham, Camberley.—Box 6795. [5967

ANOTHER 1937 Aprilia available with exceptional bodywork; £285.—Searle, 45, Park Rd., Hampton Hill, Molesey 4614. [C4056

1939 Lancia Aprilia saloon, modified suspension, tele-controls, heater, maintained by Lancia specialist; £575.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mal. 6109. [C4053

BARTLETT.—Lancia Special 1950 show model 980cc Ardia 4-door pillarless saloon, 5 speeds, 40 mpg, one super fastidious owner, many extras, the whole car really unmarked; £845.—27a, Pembridge Villas, W.11. Bay. 0523. [C1013

1939 Aprilia Farina drop head coupe, outstanding example of this marque; every conceivable luxury accessory, virtually mint condition, and a specimen example; £475.—White Cottage, Hyde Heath, Amersham, Bucks. Chesham 254 or Welbeck 1101. [6017

LANCIA Aprilia, 1938, leather and good loose covers, all new tyres, recent new back end and good engine, very clean indeed; £325; terms and exchanges.—Portland Sports Autos, Meadowhead Garage, 186, Meadowhead, Sheffield, 8. Tel. 45212. Open Sunday (for inspection). [6024

LANCIA

LANCIA Aprilia, reg. 11.11.58, red, hide, post-war f.f.s., in superb condition, ex-Embassy car, all Marchal lamps, Telecontrols, heater, etc.; £455 o.n.o.—Brighton 24580. [5736

Lancia Cars Wanted

APRILIA, Astura or Augusta required.—Searle, 45, Park Rd., Hampton Hill, Molesey 4614. [W4069

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

K. D. M. & CHERRINGTON, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2565. [W2054/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Lancia.—Wembley 8691/3905. [W4015

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work reconditioning, etc., carried out by our own staff of specialised mechanics, Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditionnig, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520/R

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1951 Lea-Francis 2½-litre saloon, very attractive and fine car, low mileage; £895.

1952 Lea-Francis 14hp saloon; fine car offered at attractive price of £695.

1948 Lea-Francis 14hp saloon, maintained regardless; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HAROLD SIMONS, Ltd., offer:—

1951 Lea-Francis 14hp saloon, one owner, new engine with twin carburettors, 15,000 miles, fitted with a host of extras, including radio, heater, flashing indicators rev. counter, altimeter and numerous other gadgets; lately the property of an enthusiast this presents a rare opportunity to buy a most unusual car, which is in first-class condition throughout; £595; 3 months' written guarantee, service after sale, exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065

CHARLES FOLLETT, Ltd., Sole Distributors Lea-Francis, London and Home Counties, offer:—

1953 Lea-Francis 18hp streamline sal., specially painted grey with red leather, one owner, 8,000 miles only, radio, heater, sunroof, etc., a really perfect car; £1,275 (cost new over £2,000).

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

G & M ALFREDS (1936), Ltd.—1948 Lea-Francis sports 2-seater, radio, many extras, extremely handsome.—6-7, Warren St., W.1. Euston 3266. [C1005

265 gns.—Lea-Francis 1940 12.8hp foursome drop head coupe, metallic blue, blue leather, good tyres, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040

REQUIRED, really good Lea-Francis.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Lea-Francis.—Wembley 8691/3905. [W4015

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

LIMOUSINES

CAMDEN MOTORS, specialists in limousines; see under Humber, Austin, etc. [C1085

A & S Limousine Specialists: Exceptional display of selected privately owned 7-passenger Lomiusines, guarantee certificate, competitive prices.

A & S Offer first class condition 7-seater Limousines (See Classified advertisements) Selection 1951/52 Sheerline, 1951/52 Austin Hirecars, 1951/52 Humbers, selection privately owned 1957 30hp also Wraith Rolls-Royce. Detailed descriptions despatched. Alpe & Saunders Limited, Providence Court, North Audley Street, Mayfair-2941. [C1086

1933 20/25hp Rolls-Royce, £395; 1939 25hp Wolseley, £350; 1937 37hp Buick, £295; exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

HUMBER, Pullman limousine body, built by H. J. Mulliner for the personal use of film magnate, this carriage is beautifully finished in black cellulose and is practically unmarked; the interior is really magnificently appointed in brown melton cloth with disappearing occasionals, electrically operated division, radio set, in perfect order, in rear, also heater and air conditioner; the front compartment is beautifully finished in beige pigskin, the mileage is 75,000 but the car was completely overhauled by the makers at 56,000, and is in first-class order throughout; the car is taxed to Dec. 31st and is absolutely ready for the road, and offered at £765.—Frosts Cars, Ltd., 23, Ballards Lane, Finchley, N.3. Finchley 7300 [5964

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LIMOUSINES

PULLMAN '52 director's car, carefully chauffeur-driven, regularly maintenanced, perfect condition, power partition, loose covers, radio, heater, windscreen washers, independent foglamps, special circuit warning lights, extra tyres (besides spare); seen London.—Box 6755. [5948

395 gns.—Packard Super 8, October, 1938, 32.5hp de luxe 7-passenger limousine, black, front leather, rear fawn cloth, wide occasionals, division, excellent condition; cost £1,395; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

LINCOLN

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

MERCEDES

1953 Mercedes 220, delivered new to present owner March 1953, mileage 21,000, regularly serviced by Mercedes, fitted with special sliding head, radio, heater, seat and door covers, twin fog lights and numerous other extras, this car is as new, no dealers; nearest offer to £1,500.—Tel. Hurstpierpoint 2261 or post Box 6803. [5995

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1938 Type 230 saloon.—111, Grosvenor Rd., S.W.1. Victoria 8715-6. [C3063

£295—1939 Mercedes-Benz 170V l.h.d. 4-door saloon, in beautiful condition throughout; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

MERCEDES-BENZ Type 300 saloon, 1954 (Mar.), a really genuine bargain is available in this car which has covered 2,700 miles only since new, finished in black with grey upholstery, this car is as new in every way.

INGLIS AUTOMOBILES, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. Wav. 5784.

MERCEDES-BENZ Type 170 S saloon, 1953 (Sept.), finished in black with grey upholstery, this rare special model which has covered only 5,000 miles since new is offered at £500 under list price, represents amazing value.

INGLIS AUTOMOBILES, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. Wav. 5784.

MERCEDES-BENZ Type 300 de luxe saloon, mileage 570, quite new, used for demonstration only; list price £3,500; accept reasonable offer for cash or exchange; terms if required.—Swanmore Garage, Mercedes-Benz Distributors, 1176, Christchurch Rd., Boscombe E. (Tel. Southbourne 43344/43345.) [C4024/1

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4735

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

WM

WELBECK MOTORS, Ltd., for M.G.:—

1953 M.G. T.D., red, 9,000 miles, as new; £600.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

WW

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1952 M.G. model T.D. sports, colour black, leather upholstery, seat covers and extras, 18,000 miles, one owner, immaculate car; £550.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

PC

PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country. From 150 cars:—

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one which might prove unsuitable.

CHOICE of 7 T.C.s: 1949, Laystall Lucas head, £435; 1948 (2), £385; 1949 (2), £375; 1946 (2), £345.

CHOICE of 6 T.C.s: 1939 (2), £295; 1938 (2), £275; 1937, £265; 1936, £245.

CHOICE of 2 P.A.s: 1935, £195; 1934, £165; choice of 2 J.2s; 1934, £145; 1933, £125.

CHOICE of 2 V.A.s: 1939 saloon, £295; 1938 tourer, £265; 1939 2.6 d/h foursome, £295.

CHOICE of 2 2-litres; 1937 d/h foursome, £225; 1937 saloon, £195; K3, ex-works, £195; P.B. special, £245.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; see under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

DICKS.

1947 M.G. T.C. sports 2-seater; £375.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn.—Maida Vale 6888-9. [C1072

CAR MART, Ltd.

1952 M.G. T.D. 2-seater Midget; £550.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

1953 (June) M.G. T.D., moderate mileage; £585.—Mansfield Autos, Ltd., Euston 2587.

1937 M.G. T.A. recently resprayed red, new hood; £270.—Tel. Putney 1458. [5927

M.G.

NEWNHAMS, Ltd.

1954 M.G. T.F. sports, finished ivory with red leather, 4,700 miles, over £100 extras; £750. NEWNHAM HOUSE, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1947 M.G. T.C. roadster, immaculate throughout and fitted with many extras, engine completely overhauled this year, 3 new tyres and new battery; 399gns or £105/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

TOULMIN MOTORS:—

1500 cc sports coupe, green, tubular chassis, I.F.S., 2-str., built to specification for Mr. Toulmin.

1250 TF, new, colour preference, immediate delivery.

1952 1500cc TD, red, genuine 17,000 miles, Mr. Toulmin's own car; £600.

1947 TC, black, perfect condition; £365.

1936 PB, blue metallic, 2-str., perfect condition throughout; £275.

1935 PA, cream with green upholstery, 2-str., rewired; £175.

1935 NA, red, 4-str., for the enthusiast; £75.

1933 J2, red, 2-str., recent engine ovhl.; £185.

1933 J2, grey, 2-st.; £160.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Hounslow 2238. [5977

B. J. HUNTER, Ltd. offer:—

1954 M.G. T.F. 2-seater, used only one month, positively as new; £745.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HAROLD SIMONS, Ltd., offer:—

1948 M.G. T.C., one owner, in excellent condition; £425.—Below.

1947 M.G. T.C., a very nice car; £365; three months' written guarantee, free service after sale, deferred, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular crossing, three minutes trolleybus East Finchley Tube). Finchley 0052-3-4. [C4065

COLLIVER & FISHER, Ltd., offer:—

1950 (Oct.) M.G. 1½-litre saloon, green, low mileage, a really outstanding specimen; £585.—Station Rd., Northwood, Middx. Tel. Northwood 777.

RICHARDS & CARR, always best value.

1951 (September) T.D., recond. engine, Jan., 1954, faultless condition; £525.

1949 T.C., new engine, just fitted, new hood, excellent throughout; £425.

1939 (July) 1½-litre tourer, one owner, 35,000 miles, certified genuine; £395.

35 Kinnerton St., London, S.W.1. Sloane 5424. [C3045

PARADE MOTORS (MITCHAM), Ltd., offer:—

1949 M.G. T.C., black and red; £395.

1946 M.G. T.C. red; £365.

1938 M.G. T.A., black, many extras; £275.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3056

1954 M.G. T.F. Midget, 3,300 miles, red, heater, taxed, as new; £725.

STEARNS & Co. (CAR SALES), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. [5699

1954 M.G. T.F. 2-seater, first registered 25th May, genuine 1,000 miles; £725.

RIPCO, Ltd. (M.G.s purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4.

BEARTS of Kingston. M.G. specialists, sales, spares, repairs.—102 London Rd., Kingston. Tel. Kin. 3348. [0082/R

UNIVERSITY MOTORS, Ltd., guaranteed car always available.—80, Piccadilly, W.1. Grosvenor 4141. [0396/R

1954 small mileage, two-seater.—Rogers Garages, new showrooms at 22, Chiswick High Rd., W.4. Chiswick 6780. [C3054

1953 T.D., green, beige, 9,000 miles, extras, very well maintained, one owner.—White Hart Garage, St. Austell. Tel. 60. [5459

1938 1½-litre M.G. tourer, a superb performer, in immaculate condition, terms and exchanges; £250.

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [6050

£350—1948 T.C. model, red, twin spot lights, good tyres.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1947 T.C., outstanding mechanical condition, recent thorough overhaul, screen spray, luggage rack, etc.; £375.—Silverthorn 2625. [5742

1938 V.A. 4-str., sports engine, brakes overhauled, mohair hood, screens, October; £210.—112, Burslund, Letchworth. [5780

1954 (June) M.G. T.F. sports, red, 66 miles only; £735.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1953 (August) M.G. TD11, 10,000 miles only, black/red condition as new; £650.—Kennings, Ltd., Broadway, Peterborough. Tel. 4848. [5901

1936 M.G. N.A. 4-seater, recent rebore, respray, brakes, batteries, etc., one owner 1937-54; £195.—Box 6625. [5652

1954 (May) M.G. T.F. Roadster, 1,250 miles only, exactly as new; £695.—G. P. Morley, 54, Streatham Hill. [C3016

M.G.

£395—1947 (June) M.G. T.C., scarlet, white wheels, sports 2-seater, absolutely immaculate; £100 down.

£299—1939 M.G. Tickford 2-seater drop head coupe, red, silver wheels, extremely smart, very exclusive model; £100 down.

£95—1931 M.G. 18/20 Speed model open 4-seater, runs extremely well; £45 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1954 (June) M.G. T.F. 2-seater, black, beige hide, as new; £745.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011/1

1954 M.G. T.F. 2-seater, first registered June, genuine 1,100 miles; £695.—Jones, Bognor Regis 2166. [5825

1951/2 (November) M.G. 1½-litre saloon, sunbronze, low mileage, guaranteed, exceptional; £635.

RIPCO, Ltd. (M.G.s purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1953 M.G. T.D., 900 miles only, cream and red, virtually new; £675.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199 [C3057

1950 M.G. 1½-litre saloon, exceptional mechanical condition, recent engine overhaul, loose covers, 5 good tyres; £575 or near offer.—Tel. Epsom 1398. [5931

1954 (March) M.G. T.F. sports roadster, green with green upholstery, fitted with tonneau cover, genuine 2,000 miles, one owner, taxed for the year, with other extras, absolutely as new; £735.

A. W. WATKIN, Ltd., 116, Shortmead St., Biggleswade, Beds. Tel. 2217-8. [5948

1936 M.G. 2-litre saloon, one owner, 47,000 miles, in magnificent condition; £255.—Taylor & Crawley, Hyde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

1953 M.G. Mark II T.D., Lucas Laystall head, 11,000 miles, many extras, absolutely as new, exceptional performance; bargain at £650.—Tel. Nottingham 88820. [5496

1949 (October) M.G. T.C., blue, 12,500 miles, one owner, many extras, as new, engineer's inspection welcomed; £465.—Sarjeant, "Osberton," Folkestone Rd., Dover. Tel. 76. [5741

BEAUTIFUL 1950 1½-lt. M.G. saloon, two-tone green with natural hide upholstery, one owner, low mileage, many extras, superb condition throughout; £600.—Ruislip, Middx. 2797. [5891

1938 M.G. sports tourer, just overhauled at cost of £150; coachwork sound, immediately available; £198; exchanges and terms.—London Cars, 992, Greenford Rd., Greenford, Middx. [5621

JACK ROSE, Ltd. (M.G. agents and stockists).—1953 M.G. T.D., British racing green, almost unmarked and as new, owner abroad; £615.—Stafford Rd., Wallington, Surrey. Wallington 6677. [3056

1939 M.G. 2.6-litre drop head coupe, reconditioned engine, new hood, repainted; £350.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965. [C1010

ROSE & YOUNG, Ltd., offer 1953 M.G. T.D. 2-seater, immaculate condition, metallic green; £585.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

525 gns.—M.G. 1949 1½-litre saloon, duo-green, sliding head, leather upholstery, one owner, rebored, exceptional; terms, exchanges.—Rowland Smith, below:—

525 gns.—M.G. Midget, September 1951 TD 2-seater, Marshall supercharger, oil cool, one owner, exceptional; terms, exchanges.—Rowland Smith, below:—

475 gns.—M.G. Midget, October 1950 TD 2-seater, Marchal headlamps, carefully used; terms, exchanges.—Rowland Smith, below:—

395 gns.—M.G. Midget, October 1949 TC 2-seater, black, one owner, unworn spare, very good condition; terms, exchanges.—Rowland Smith, below:—

245 gns.—M.G., 1939 model 1½-litre sports saloon, sliding head, leather, Scintilla, good condition; terms, exchanges.—Rowland Smith, below:—

225 gns.—M.G. Midget, 1939 Supp T 2-seater, blue, low-pressure tyres, good condition; terms, exchanges.—Rowland Smith, below:—

125 gns.—M.G. Midget, 1934 model 8hp J2 2-seater, black, green leather, choice of 12 Midgets; terms, exchanges list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

MG. 1950 1½-litre saloon, black with beige hide, original condition, fitted heater, spot lamps, etc., perfect condition, any trial; £480; private.—Tel. Birmingham South 3018. [5837

£365 M.G. 2-litre very special convertible, one owner, original condition, complete servicing history since new, £500 just spent complete recon. (bills shown) a 1938 in 1953 condition, must be seen to be appreciated; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube). Exchanges, h.p. [C1017

1946 M.G. T.C. 2-seater, fitted with reconditioned engine, a most attractive car throughout; £335; h.p. and part exchanges welcomed.—Coles, Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

1949 (March) M.G. 1½ saloon, black, beige leather, fitted heater, perfect, £520; 1950 (March) M.G. T.D. 2-str., ivory, green leather, perfect., £495.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5869

MODEL Q racing 2-seater, specially built to represent the M.G. Car Co. at speed trials, fitted Arnott superchargers and accessories, capable of very high speeds; £285 or £100 deposit.—Francis Spencer, 351/355, Stockport Rd., Longsight, Manchester 13, Ardwick 5260. [6009

XXX M.G. Magnette 1954 (March) saloon, 2,024 miles only, metallic green with green leather, heater, appearance quite indistinguishable new, written guarantee; £960; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

BARTLETT.—M.G. 1953 T.D. 2-seater, 12,000 careful miles, Laystall-Lucas head, h.c. pistons, special manifold large bore carburettors, special Lucas P700 head lamps, 4.875 special ratio, Andre telecontrols on rear, Plus Andres S.A. twin Marchal head lamps, loose covers, etc., etc., perfectly maintained and in super condition throughout; £595.—27a, Pembridge Villas, W.11. Bay. 0523. [C1013

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

M.G.—We always have a choice of several ranging from J2 to T.D.; trade please note we require M.G.s urgently; terms and exchanges.—Portland Sports Autos, Meadowhead Garage, 186, Meadowhead, Sheffield, 8. Tel. 45212. Open Sunday (for inspection). [6025

BARTLETT.—M.G. 1952 Y type saloon, crankshaft, connecting rods, special head carburettors, clutch suspension, h.c. pistons, etc., etc., all work carried out by M.G. Car Co., approximately 3,000 miles ago, paintwork unmarked, innumerable extras, timed speed 90mph, perfect fast touring car; £695.—27a, Pembridge Villas, W.11. Bay. 0525. [C1013/1

M.G. Midget, 1949, T.C. Series, first registered November, 1948, light blue body, dark blue wings, fawn upholstery, extras include chromium Windtone horns, Lucas Flame Thrower fog light, radio, chromium luggage rack, very smart car, excellent runner, outstanding bargain at £395; terms, exchanges, three months' written guarantee.—Bath Road Motors (Car Sales), Cippenham, Nr. Slough, Bucks. Tel. Burnham 705. [5694

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933. —Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

MAYFAIR GARAGES, Ltd., top cash prices for M.G.'s.—Balderton St., W.1. Mayfair 3104. [0696/R

PERFORMANCE CARS urgently require M.G.s. Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

C.N.K. MOTORS require M.G.s particularly T.A., T.B. and T.C. models.—355, Finchley Rd., N.W.3. Hampstead 5712. [W1052

THE CAR MART, Ltd., London, wish to purchase M.G. cars.—582, Streatham High Rd., S.W.16. Streatham 0054. [0966/R

SIMPSON'S MOTORS (WEMBLEY), Ltd. The American Car Specialists, urgently require all M.G.s.—Wembley 8691/3903. [W4015

URGENTLY required, 1947-53 M.G. 1½ saloons.—Gibsons Sports Car, (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9972

XXX H. F. Edwards offer immediate cash for good M.G. cars.—Details please to: Edwards Garage, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

M.G. Spares and Service

TOULMIN MOTORS.

OFFICIAL stockists.

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and I, and N. Magnette exchange service, dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares; write or tel.
TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2236 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [0349/R

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.
W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [0486

PERFORMANCE CARS.—M.G. sales, service, spares. —Great West Rd., Brentford, Middlesex. Ealing 8841. [83041/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504/R

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used, valves, springs, guides, gaskets, road springs, brake linings and cables; stage 1 and II, Laystall Lucas cylinder heads, petrol tanks, fold-flat windscreens, silencers and exhaust systems.—159-161, London Rd., Kingston 5621-2. [81071

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, leaf springs wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085. [0435/R

MORGAN

WM SEE Welbeck Motors, Ltd., advertisement under Morgan in "New Cars" section of this issue. [C4049

PARADE MOTORS (MITCHAM), Ltd., offer:—

1949 Morgan drop head coupe; £385.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

BASIL ROY, Ltd.—1951 Plus 4 2-seater, one owner, well maintained; £450.—161, Gt. Portland St., W.1. Langham 7733 [6039

1952 Plus 4 2-seater, garage kept, 2 spares unused, immaculate condition, no competitions, 1954 modifications, many extras; £525.—Tel. She. 2528. [5997

1954 (March) Morgan Plus 4 2-seater, 1,000 miles only, finished black, as brand new, taxed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station N.2. Tudor 2301-2 [C3018

295 gns.—Morgan 4/4, 1947 10hp sports, 2/4-seater, ivory, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morgan Cars Wanted

SLOCOMBES, Ltd.

WE urgently require Morgans of all models since 1933. —Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Morgans.—Wembley 8691/3903 [W4015

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733 [0514/R

MORRIS MINOR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1952 Morris Minor saloon, a specimen car throughout, fastidiously maintained by one owner, heater fitted, Regency seat covers, 25,000 miles; 499gns, or 1/5th deposit.
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

E.M.A., Ltd., Southsea.

1951 Morris Minor tourer, colour black and fawn, 15,000 miles; £465; taxed.
1951 Morris Minor saloon, green and fawn, moderate mileage; £485.
E.M.A., Ltd., Roctes Group Distributors, Grove Rd. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

E.M.A., Ltd., Southsea.

1951 Morris Minor tourer, colour black and fawn, 15,000 miles; £465; taxed.
1951 Morris Minor saloon, green and fawn, moderate mileage; £485.
E.M.A., Ltd., Roctes Group Distributors, Grove Rd. South, Southsea. Portsmouth 2168. [5849

1949 Morris Minor convertible, one owner, in excellent order throughout; £395.
LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8 Mountview 4401. [C2058

ELM AUTOSALES offer:—

1952 (Nov.) Morris Minor saloon in black with red leather; a low mileage, beautifully maintained one-owner car indistinguishable from new; £525.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

PHILIP RICKARDS, Ltd., offer:—

1954 (June) Morris Minor 2-door saloon, Clarendon grey, 150 miles.
1953 (July) Morris Minor 2-door saloon, birch grey, 20,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

BRADSTOCK MOTORS, Ltd., offer:—

£415—1950 Morris Minor convertible, fitted twin S.U. carburettors, h.c. head, many extras, 26,000 miles only.—Chase Rd., Epsom. Tel. 5696/7. [C1090

1952 Morris Minor tourer, black; £495.

PARKERS, Ltd., Bradshawgate, Bolton 4080. [5827

ENGINES RECONDITIONED, Ltd., offer:—

1949 Morris Minor saloon, 40,000 miles only; £425. —333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070

JUNE, 1952, 4-door Minor, heater, extras, one owner.—J. Lowe, Park Rd., Northleigh, Witney, Oxon. [5517

1947 Morris Minor 4-door saloon, black, brown interior; £575.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [5828

1951 Morris Minor saloon, grey, beige upholstery; £495.—Mayfair 5242. [C5030

MORRIS Minor, 1933, tourer, recent overhaul, 40 mpg.; £65, o.n.o.—16a, Thicket Rd., Anerley, S.E.20. [5795

1951 Morris Minor convertible, black, excellent condition; £410.—Dobson, East Bridgeford Manor, Nottingham. [5939

1953 2-door saloon, ohv, grey, 7,000 miles, indistinguishable new, loose covers; £565.—Dr. Wilson, Kingston Hospital, Kingston 5692. [C1071

1954 Morris Minor 4-door saloon, works mileage only.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1954 (March) Morris Minor 4-door saloon, green, heater, spotlamps, mileage 2,000; £615.—Cranmore, Ltd., Tel. 2040 Potters Bar.

MORRIS Minor saloon, 2,000 miles, taxed, loose covers; £625.—Rogers Garages, new showrooms at 22, Chiswick High Rd., W.4. Chiswick 6780. [C3054

1954 (June) Minor saloon, red upholstery, as new (not run in 80 miles only); £640, or offer; part exchange considered.—Ham. 4712. [5795

1950 Morris Minor saloon; £450, or 30 monthly instalments of £19/16/4.—Cooden Engineering Co., Ltd., Cooden, Bexhill. Tel. Cooden 600. [5726

£595.—Morris Minor saloon, 1954, grey and red, under 500 miles, as new.—Robbins, East Putney. Putney 7881. [C5010

1950 Morris Minor convertible, blue with brown leather, attractive car; terms and exchanges; £395.

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [5650

475 gns.—Morris Minor, late 1952 tourer, Clarendon grey, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Morris Minor, 1950 saloon, black, fawn upholstery, one owner; choice of 4 post-war Minors; terms, exchanges.—Rowland Smith, below.

135 gns.—Morris Minor, 1934 Family Eight 4-door saloon black, sliding head, leather upholstery, carefully used; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 (September) Morris Minor 2-door, one owner, 28,000 miles.—Halls (Finchley), Ltd., Odeon Parade, Nth. Finchley, N.12. Tel. Hillside 1044. [5861

1950 Morris Minor saloon, nice order; £435.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

1950 Morris Minor convertible, very low mileage, almost as new; £425.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4063

MORRIS MINOR

SEPTEMBER, 1949, convertible, one owner, reconditioned engine, good tyres, winding windows; £375. —Gray's, Woodbridge Rd., Guildford. Tel. 2687. [6043

1952 Morris Minor convertible, immaculate car, one owner; £495.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

TWIN carburettor conversion, H/C head, high ratio rear axle, gives amazing performance with economy, send for details and road test, demonstrations any time.
LATE 1953 Morris Minor tourer, complete with Alexander conversion; £595.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel 345. [C1094

1951 model Minor convertible, 15,000, one owner, faultless; 399gns., terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087/9. [6012

TANKARD & SMITH, Ltd., offer 1952 Morris Minor 4-door saloon, Clarendon grey with red upholstery, immaculate condition throughout; £545; three months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026

1954 (July) Morris Minor 2-door saloon, 40 miles only, finished Clarendon grey, red interior, taxed to December; £625, with written guarantee.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction) offer a selection of Morris Minors with a written guarantee plus two free after-sales service vouchers.—Battersea 2252. [C5022

1952 (June) Morris Minor 2-door saloon de luxe, one owner, 24,000 miles, very nice condition throughout; £499 or £125 deposit, balance 2 years; exchanges; insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071

XXX 1950 (July) Morris Minor 2-door saloon, black with fawn upholstery, a beautifully maintained one owner car fitted with heater, in most attractive condition, written guarantee; £445; terms, exchanges.—H. F. Edwards, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [C2059

PRIDE & CLARKE, Ltd.—1953 Morris Minor saloons, black/red or grey/red leather, low mileage, heater, choice two from £549; 1952 green/beige, grey/red, choice two, from £499; 1951 grey/beige, £469; 1949 black/beige, green/beige, maroon/beige, choice three, from £419; 1955 convertible black/red, 11,000 miles, £529; 1952 black/red, £449; 1951 green/beige £439; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd. S.W.9, Brixton 6251. [C3066

Morris Minor Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash price for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

RICHARDS & CARR buy Morris Minor.—35, Kinnerton St. London, S.W.1. Sloane 5424. [W3045

MORRIS Minor 1954, small mileage, preferably grey, private.—115, Plimsoll Rd., N.4. [5906

MORRIS Minor saloon urgently wanted, 1952 or 1953 model, must be in good condition.—Write Box 6539. [5429

THE CAR MART Ltd., London, wish to purchase Morris Minor cars.—520 Euston Rd., N.W.1. Euston 1212. [0716/R

TOP price paid for Minor or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

MORRIS EIGHT

SLOCOMBES, Ltd.

CHOICE of 3 Morris 8s as follows:—

1938 4-seater saloon; £165.
1947 series E saloon, black and brown; £365.
1936-7 4-seater roadster; £165.—Slocombes, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10, adjacent Dollis Hill underground station, Willesden 4869. [C4017

S.G.A. MOTORS, who deal exclusively in Morris 8s, offer:—
1939 series E saloon, outstanding condition; £255.
1939 series E 4-seater tourer, recellulosed, new hood and screens, immaculate condition; £345.
1938 4-door saloon, excellent condition throughout; £195.
1938 2-door saloon, excellent condition; £190.
1938 4-seater tourer, choice of two, both outstanding; £185.
1937 4-seater tourer, excellent condition throughout; £145.
AND other saloons and tourers in stock.
EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.
S.G.A. MOTORS, Morris 8 Specialists, 14, Atherstone Mews, Cromwell Rd., S.W.7 (5 minutes Gloucester Rd. Tube). Western 3206. [C4063

SERIES "E" 1939 Morris 8 tourer; £235; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

MORRIS 8, 1953, van body, new, complete with dash, doors, screen, primer.—Midland Garage, Station St., Mansfield. [5761

365 gns.—Morris 8, October, 1948, 4-door saloon, leather, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.
225 gns.—Morris 8, 1939 series E saloon, passlight, very good condition; terms, exchanges.—Rowland Smith, below.
145 gns.—Morris 8, 1938 de luxe saloon, maroon, sliding head, maroon leather, good condition; terms, exchanges.—Rowland Smith, below.
89 gns.—Morris 8, September 1935 de luxe 4-door saloon, blue, sliding head, blue leather; choice of 10 Morris 8's; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

1947 Morris 8 sun saloon, guaranteed; £265; exchanges terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14 Park 9704. [C3034

1939 Morris 8 saloon, taxed, good condition throughout; £210.—110, Battersea Rise, S.W.11. Battersea 0349. [6002

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the car buyers.—Morris 8's purchased for immediate cash, buyer will call. —Tel. Brixton 1791. 158, Stockwell Rd., London, S.W.9. [W3068/R

MORRIS TEN

1939 Morris 10, resprayed black, reconditioned engine, new battery, 35mpg, seat covers; many extras, taxed year; £245.—Box 6789. [5981

1948 Morris 10, grey/black, taxed year, new engine, link mats, heater, undersealed, leather, low mileage, private; £375.—Northwood 2805. [5941

1948 Morris 10/4 sln., carefully maintained; £375. —Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019/1

1936 Morris 10/4 sln., engine overhauled, very clean and sound; £165.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1948 Morris 10 saloon, engine just overhauled, coachwork and interior almost unmarked; £585.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

MAYFAIR GARAGES, Ltd.—1937 model, 10hp de luxe saloon, black, excellent condition throughout; £175.—Balderton St. (opposite Selfridges clock). Mayfair, W.1. Mayfair 3104-5. Open 9-6. Saturdays 9-1. [C3009

Morris Ten Cars Wanted

MORRIS 10hp wanted, post-war.—6, Rodmarton Mews, off Baker St., London, W.1. [W2066

PRIVATELY owned Morris 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the car buyers.—Morris 10s purchased for immediate cash, buyer will call. —Tel. Brixton 1791. 158, Stockwell Rd., London, S.W.9. [W3068/R

MORRIS TWELVE

£188!!! Morris 12 special sportsman's coupe, excellent condition and carefully used; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

MORRIS FOURTEEN

£175—1938 Morris 14 de luxe saloon, black, really nice condition; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

MORRIS OXFORD

ELITE MOTORS offer:—

1953 (November '52) Morris Oxford saloon, birch grey with red leather interior, heater, one owner, faultless condition throughout; £645.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

HAROLD SIMONS, Ltd., offer:—

1953 (August) Morris Oxford saloon, 3,400 miles, black red leather, most carefully maintained throughout since new; £695; three months' written guarantee; free service after sale, deferred, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular crossing, three minutes trolleybus East Finchley Tube). Finchley 0052-3-4. [C4065

PHILIP RICKARDS, Ltd., offer:—

1954 Morris Oxford de luxe saloon, green, 500 miles only; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

H. A. SAUNDERS, Ltd., of Worcester.

1952 Morris Oxford saloon, green, with green leather, fitted heater and radio, 14,000 miles; £595.

AUSTIN House, Worcester. Tel. 2368. [C4005

CHARLES RICKARDS, Ltd., offer:—

1953 (May) Morris Oxford saloon, grey with red leather, heater, 11,700 miles, one careful owner, taxed year; £635.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1620. [C5050

1954 Morris Oxford saloon, 1,000 miles only, beige, red leather; £795.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 9039 & 5306. [C4074

1952 (late) Morris Oxford, excellent condition throughout, one owner; £595.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058

£725—1954 (April) Morris Oxford series II de luxe saloon, black, red upholstery, recorded mileage 1,700, heater, taxed December, completely as new.

£585—1952 Morris Oxford, Clarendon grey, red upholstery, fitted heater, radio, loose covers, a most attractive car in immaculate condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1954 Morris Oxford (new model), under 1,000, sell or take late Morris 8 part exchange; private owner.—Box 6804. [5996

1953 (May) Oxford saloon, green, green leather, heater, 9,000 miles, as new; £685.—Robbins, East Putney. Tel. 7881. [C3010

1954 Morris Oxford saloon (latest type), works mileage only.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

JANUARY, 1953, green, heater, loose covers, one owner, taxed, immaculate condition; £595.—Chirney's Garage, Ltd., Harpenden 109. [5919

MORRIS OXFORD

1951 Morris Oxford, black, one owner; £510.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1954 Morris Oxford, latest model, Clarendon grey, red upholstery, 600 miles only, taxed year; £800.—Tel. Burghfield Common (Berks) 61. [5928

G & M ALFREDS (1936), Ltd.—1950 (series) Morris Oxford saloon, 1954 condition.—6-7, Warren St., W.1. Euston 3268. [C1005

£515!!!—1951 Morris Oxford saloon de luxe, in specimen condition, choice 2, both excellent; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 de luxe, carefully used, birch grey, red leather, heater, excep. condition, 30mpg, taxed December, forced sale, nearest £610.—235, Queenstown Rd., S.W.8. Macaulay 4334. [5947

1953 (October), one owner, 12,446 miles guaranteed, Oxford de luxe black saloon with red leather, unmarked inside and outside, spare unused, taxed year; £650.—Horley (Surrey) 628.

1952 (June) Morris Oxford, birch grey, heater, immaculate condition, one owner; £565.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Pri. 4441. [C4047

1954 Morris Oxford, Series 2, finished in Clarendon grey, red leather, several extras, taxed, new condition, extremely low mileage; £795.—232, High Rd., S. Tottenham, N.15. Stamford Hill 3291. [5975

PRIDE & CLARKE, Ltd.—1953 Morris Oxford saloons, black/red leather (12,000 miles, heater), grey/red (low mileage, heater, one owner); choice two, from £619; three months' guarantee; terms, exchanges, lists. 158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Oxford Cars Wanted

GOOD Oxford wanted; immediate cash.—Lib. 1604 or Vig. 8979. [W3048

THE CAR MART, Ltd., London, wish to purchase Morris Oxford cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0717/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

TOP price paid for Oxford or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MORRIS SIX

1950 Morris Six saloon, pastel green with leather, excellent, taxed; £465.—Pantiles Service Garage, London Rd., Guildford 5526. [C5035

Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., for your Morris.—Tel. Sta. 8000. Seven Sisters Rd. Tottenham, N.15. [0098/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Morris.—Wembley 8691/3903. [W4015

XXX H. F. Edwards offer immediate cash for good Morris cars.—Details please to: H. F. Edwards, 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Morris Spares and Service

KINGSTON-ON-THAMES. Morris agents and specialists.

G. W. WILKIN, Ltd., 1 Weston Park, and 84, Eden St., Kin. 2241-2. [S4053/R

MORRIS genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0342/R

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0917/R

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0471

NASH

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

OLDSMOBILE

£545!!!—1948/9 Oldsmobile sports saloon, 2-door, full 6-seater, immaculate and spotless condition, has the appearance and condition of 1952 series.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. [0217/R

£95—Genuine 1938 Oldsmobile 4-door saloon; bargain, £45 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1949 Oldsmobile convertible, Rocket 98, all electric, radio and heater, red.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts; 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2 Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903 [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton Tel. 23266/24944. [0526/R

OPEL

145 gns.—Opel Olympia, September 1937 12hp saloon, radio, very good condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R

PRIDE & CLARKE, Ltd., Opel spares stockists; quotations by return.—158, Stockwell Rd., S.W.9. Brixton 6251. [0067/R

REPAIRS at reasonable prices! Guaranteed engines, gear boxes, suspensions, shock absorbers (telescopics, etc.), crown wheel and pinion, £9/5; set loose covers, £5/15; mudguards, spares by return post; quotations without obligation! Opels bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [0240

PACKARD

ACRES offer:—

1947 regd. Packard 110 model 2-door Clubman fixed head foursome, finished Oxford/Cambridge blue, many extras including heater, radio, seat covers, taxed year, beautifully kept and maintained, recent complete overhaul, in really amazing condition throughout; first £395 secures.

ACRES AUTOS, Ltd., 136/138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1953 Packard Clipper de luxe, 3,000 miles, 4-door saloon.

RHD 1951 Packard, radio and heater, 13,000 miles, also 1939 Packard 6-cylinder, black; £350.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

PACKARD 6-cylinder 1938 saloon, excellent condition throughout; £175.—Tel. Foo. 4575. [6010

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

395 gns.—Packard Super 8, October 1938, 32.5hp de luxe 7-passenger limousine, black, front leather, rear fawn cloth, wide occasional seats, division, excellent condition, cost £1,395; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co., Ltd.,

PACKARD Sole Concessionaires. Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Packards. —91-95, Fulham Rd., S.W.3. Kensington 4858.

7-PASSENGER modern partitioned Limousines, also good condition 1937 38 Super-8, cash waiting.—Alpe & Saunders Ltd., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

Packard Spares and Service

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3 Kensington 4858. [C4028

PEUGEOT

1952 (July) 203 saloon, r.h.d., 9,000 miles; £695.—Mansfield Autos, Ltd., Euston 2587. [C3001

PLYMOUTH

PLYMOUTH Sedan saloon, l.h.d., finished in black with grey cloth interior, fitted with air conditioning and winking lights, an immaculate one owner car throughout; £495.—Bellis Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

PONTIAC

HAROLD SIMONS, Ltd., offer:—

1950 (November regd.) Pontiac drop head foursome, electric top, radio, heater, superb mechanical condition, ideal car for Continental holidays; £595; three months' written guarantee; free service after sale; deferred, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular crossing, three minutes trolleybus East Finchley Tube). Finchley 0052-3-4. [C4065

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

A.F.N., Ltd.

SOLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2561. Specialists in Porsche repairs and service. [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3546, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. [0821/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RACING CARS

CHIPSTEAD MOTORS, Ltd., offer:—

FRAZER NASH Le Mans Replica, 1950-1, mileage approximately 6,000, fully road equipped, special 6 branch exhaust, chrome plated wheels, all ready for season.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

PERFORMANCE CARS Racing Section.—Aston Martin 2-litre Speed model, £595; Maserati 4C.L.T., £995; Maserati 2.9, £645; M.G. K.3 exworks, £295; Cooper Lea-Francis 1500, £695; Frazer Nash Mille Miglia, £1,495; Ford 10 supercharged single-seater, £145; Cooper 500, £245.—See also under "Sports Cars."—Great West Rd., Brentford. Middx. Ealing 8841. [C3041

RAILTON

£175—Cobham de luxe saloon, good condition, finished black and cream.—160, Highlever Rd., W.10. Ladbroke 0532. [5976

RAILTON Cobham, 1939, excellent car, sale or exchange, suitable Bentley, Frazer Nash 326, Merc. or similar.—Box 6401. [4947

A-ONE MOTORS (LONDON), Ltd.—All Straight-8 models, also spares and reconditioned engines.—Tate Gallery 0192 and Vandyke 5181. [0353/R

£350—Railton Straight 8 sports saloon, 1938, outstandingly good appearance and general condition, over 20 mpg average, sun roof recently rebuilt, 2 owners only; A.A. inspection welcomed; seen Suffolk or London.—Box 6796. [5988

WE have for sale probably the finest Railton Cobham in the country; this machine has been completely reconditioned throughout regardless of cost, having had over £400 spent on it during the last two years; it has been professionally fitted with a four-speed Wilson preselector gear box and fluid flywheel, together with a Jaguar Hypoid diff., giving a top gear ratio of 3.5; bench-type front seat fitted with centre armrest, also radio and heater; the condition of this vehicle has to be seen to be believed, and is offered at £525 o.n.o.—W. & I. Engineering, Ltd., Star Works, High St., Egham, Surrey. Tel. Egham 495. [5963

Railton Cars Wanted

REQUIRED, really good Railton.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

H. BEART & Co., Ltd., offer:—

1952 Renault 750cc de luxe saloon, blue with blue leather, low mileage, very well maintained throughout; full details on request.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

WELHAMS Renault Sales Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873, offer:—

1954 Fregate 2-litre saloon; £1,175.

1954 750 saloon, choice of 4; from £580.

1952 750 saloon de luxe; £480. [C4070

1953 Renault 750 de luxe, 8,000 miles; £550.—Anthony Crook, Caterham 2232. [C1063

1952 (Aug.) 750 Renault de luxe saloon, 6,500 miles only; £460.—Coachhouse, Roedean Rd., Brighton 29232. [5897

1700 miles.—748cc saloon, superb and unmarked; £545.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

BARTLETT Renault 1953 750 saloon, 11,000 miles, one owner, Dunlopillo, loose covers, grey; £475.—27a, Pembridge Villas, W.11. Bay. 0523. [C1013

ARCHIE SIMONS & Co., Ltd.—1952 Renault 750cc saloon, colour blue, 17,000 miles, immaculate in every way; £465.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1952 (June) Renault, 750, saloon, 16,000 miles, carefully used, roof rack; £465; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

RENAULT 7hp black and chrome smart utility, 1950, 23,000 miles, spotless condition throughout, very economical, unusual and hard working little car for family or business; £365.—Maurice Jellinek, Ltd., Ferryside Works, Thames Ditton. Emberbrook 3482. [5749

Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Renault.—Wembley 8691/3903. [W4015

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

PC

PERFORMANCE CARS ANNEXE NUMBER 2.—Good selection of guaranteed Rileys; we select from 150 cars:—

RILEY 16/4 Kestrel saloon, 1938, £295; Riley 15/6 Adelphi saloon, 1938, £265.

RILEY 1½-litre saloon, 1937, £265; Riley 9 Monaco saloon, 1937, £275.

RILEY 9 Monaco saloon, 1936, £255; Riley 9 Victor saloon, 1937; £195.

RILEY 1½-litre Merlin saloon, 1935, £145; Riley 1½-litre Falcon saloon, 1935, £145.

RILEY 9 Merlin saloon, 1935, £145; Riley 9 Monaco saloon, 1932, £95.

RILEY 1½-litre Lynx tourer, 1936, £275; Riley 1½ Nuffield saloon, 1939, £295.

IMMEDIATE hire purchase insurance and part exchanges. See also under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middx. Ealing 8841. [C3041

CAR MART, Ltd.

1953 Riley 2½-litre saloon; £1,075.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

RILEY

L. F. WARD, Ltd.

1952 Riley 2½-litre saloon, green with beige upholstery, radio and loose covers, excellent condition throughout.

L. F. WARD, Ltd., 7, Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 5253. [C4043

RILEY CARS offer:—

1954 1½-litre available from stock.

1954 1½-litre, black/maroon with biscuit upholstery, radio and heater, 12,000 miles; £1,075.

1953 1½-litre, black/grey, maroon upholstery, heater, 9,000 miles; £975.

1953 1½-litre, black/green upholstery, heater; £950.

55-56, Pall Mall, S.W.1. Trafalgar 7311. [6035

GORDON & GLYNN.

ENGLAND'S largest dealers specialising in Rileys, offer the following selection from stock:—

£225—1957 Adelphi 14, a most attractive saloon which motors magnificently, excellent tyres, twin spots, etc.

£185—1955 (Nov.) 9hp Kestrel, a very sound and clean example of this popular model.

£175—1956 9hp Merlin, recently toured Europe with complete reliability, excellent tyres, etc.

£165—1934 1½-litre Lynx 4-str. sports tourer, in first-class order throughout, taxed December.

£145—1934 9hp Kestrel, very clean and tidy and in excellent all-round order.

£125—1934 9hp Monaco, a very sweet runner and exceptionally smart, resprayed.

THE above cars can be purchased with the utmost confidence, each one is thoroughly workshop-checked; open every week-day from 9.30 a.m. to 6 p.m. (Saturdays included).

GORDON & GLYNN, 189/195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Square Tube) Sloane 6326/4426. [C2075

RUDDS conditioned.

1948 2½-litre saloon; £535; terms, exchanges; written guarantee.—Rudd, adjoining Central Station, Worthing 7773-4. [6029

BOON & PORTER, Ltd.

1952 2½-litre saloon in maroon, serviced and maintained by us, having done 22,000 miles in the hands of its one owner, radio, heater, new tyres, quite exceptional; £895.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

AUTOMOBILIA, Ltd., offer:—

1947 2½-litre Riley 4-door de luxe sports saloon, black, brown hide, wing mirrors, defroster, excellent condition; £525.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

H. BEART & Co., Ltd., offer:—

1950 Riley 2½-litre saloon, fitted heater and Ace Rimbellishers, low mileage and in beautiful condition throughout; £695.—102, London Rd., Kingston-on-Thames. Kin. 3.48. [C1081

MAIDSTONE ENGINEERING CO.

1949 Riley 2½-litre sportsman's saloon, maroon with black wings, in really excellent condition, fitted with excellent tyres, demister, blinking traffic indicators, new draught excluders, etc., this car is taxed for the year and ready for immediate use, a really genuine example, the interior is upholstered in red leather with carpets to match all in exceptionally good condition; £595; choice of four.—CROSS St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C3000

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1953 (July) Riley 1½-litre, 6,600 miles, one owner; £975.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Riley 1½-litre, black/green, heater; £1,205/5/10.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

1953 (model) Riley 1½-litre saloon, black, brown leather, 17,000 miles, as new; £915.—Below.

1952 (model) (Dec., 1951) Riley 2½-litre saloon, grey, red leather, genuine 28,000 miles, perfect throughout; £800.—Below.

1950 (March) Riley 1½-litre saloon, black, brown leather, one owner, as new; £695.—Below.

1949 (March) Riley 1½-litre saloon, green, green leather, perfect; £600.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Christchurch, Hants. Tel. 1681. [5868

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:—

1952 (August) 1½-litre saloon, silver streak, red leather, hypoid axle, heater, one owner; £845.

1952 (April) 1½-litre saloon, black, red leather, heater, loose covers, one owner; £825.

1951 (March) 1½-litre saloon, bronze, red leather, heater, one owner; £750.

1951 (March) 1½-litre saloon, silver streak, red leather heater, rev counter, screen washers, one owner; £750.

1948 1½-litre saloon, choice of 2, from £495.

49, Sloane Square, S.W.1. Tel. Sloane 4727. [C1048

1952 (September) 1½-litre Riley, latest open prop type, 18,000 miles, spare unused; £895.

RIPCO, Ltd. (RILEYS PURCHASED), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, Kingston Rd., Kingston. Kingston 3348. [0079/R

G&M ALFREDS (1936), Ltd., 1946 1½-litre Riley saloon.—6-7, Warren St., W.1. Euston 3268. [C1008

1947 Riley 2½-litre saloon, black/green, excellent condition throughout; £465.—Dobsons, Ltd. (Riley Agents), Staines 801. [C1074

RILEY

1936 Merlin 9, good condition throughout, new battery, good tyres; £115.—Michie, Normanie, Jedburgh. [5686

1949 (Oct.) 2½-litre Riley roadster, bargain for quick sale, owner going overseas.—Fla 5665, Box 6732. [5777

1934 Riley 9 Monaco, outstanding condition throughout particularly body, taxed year; £130.—Riv. 4580. [5883

£650—Riley 1½-litre, black, with green leather, superb condition.—Robbins, East Putney, Putney 7881. [C3010

1949 (February) 1½ black saloon, exceptional condition, taxed till December; £550.—Speedsters, Ltd., Horley (Surrey) 628. [C4020

£135—1½-litre Riley, 1937, Falcon sports saloon, very good appearance.—Apply week-end, Mr. S. T. Hurst, 264, Whalley St., Peterborough. [5954

£379—1947 Riley 2½-litre saloon, in excellent order.—Godalming 312 (before 9.15 a.m. or Euston 5843 afternoon). [5842

1948 Riley 1½ saloon, black, brown leather, 54,000 miles, outstanding condition; £560; going abroad, available September.—Box 6697. [5759

RILEY 16hp, 1958 overdrive, new battery, 2 new Dunlops, recent overhaul, including transmission, licensed year; £185.—Heywood, Richmond Rd., Exeter. [5944

225gns.—Riley, 1938 model 1½-litre Falcon saloon, sliding head, leather, preselector, very good condition; terms; exchanges.—Rowland Smith, below.

145gns.—Riley 9 (late 1932) 1932 Gamecock sports 2-seater, ivory, very good condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£75 deposit, Riley Lynx, 1936, 4-seater, sports, super condition; £239.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

1948 2½-litre Riley saloon, black, brown leather, exceptionally good condition throughout; £525, or near offer.—West End Garage (Bruton), Ltd., Bruton, Somerset. Tel. 2128. [5678

RILEY 2½, 1948, recent Riley's check-over, immaculate, new tyres, battery, radio, heater; £575.—Ingham, 62, High St., Irthlingborough, Northants. Tel. Irthlingborough 48. [5940

1949 (August) Riley 2½ saloon, one owner, low mileage, genuinely like new; £675.—Autowork Ltd., Southgate St., Winchester. Tel. Winchester 4965. [C1010

1951 (May) Riley 2½-litre 4-light drop head coupe, maroon, recently overhauled and new hood fitted, privately owned; £785.—Apply Loveitt, Killock Cottage, Woodcote Rd., Leamington Spa. [5917

JACK ROSE, Ltd., offer:—1955 Riley 1½ saloon, radio and heater, positively unmarked inside and out, spare unused; £995.—Stafford Rd., Wallington, Surrey, Wallington 6677. [C3056

TANKARD & SMITH, Ltd., offer 1949 Riley 2½-litre saloon, black with brown leather, radio, very carefully maintained; £595; three months written guarantee.—194-196, Kings Road, Chelsea, S.W.3. Flaxman 4801. [C4206

RILEY 1½-litre sports saloon 1946, excellent mechanical condition, just repainted in attractive dual-colour black and green, very smart; £480.—Carr Bros. Garages, Ltd., High St., Purley, Surrey, Uplands 4812. [C1041

1950 (March) Riley 2½-litre saloon, finished black with brown, in excellent condition throughout; £695, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

AN enlarged Riley sales and service depot at the leading Riley distributors for the area; new and used cars on show; demonstrations by appointment.—Tel. or write Coventry Motor Mart Ltd. Coventry 2146-7. [0446/R

£585!!!—Magnificent 1948 Riley 1½-litre saloon, bodywork spotless, chrome work as new, whole car undoubtedly the finest chassis we have had; bring a Riley enthusiast with you, he will confirm this.—Below.

£645!!!—1949 Riley 2½ de luxe saloon, genuine one-owner car, whole history available, just had routine overhaul costing £150, small mileage, impeccable condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showroomer, 421-425, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

1954 (June) Riley Pathfinder, dark grey, red leather, 300 miles only, new condition throughout; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [4055

1952 Riley 2½-litre saloon, black with brown hide, fitted heater and screen washers, registered late 1951, 18,000 miles only, one fastidious owner, taxed year; £795.—Apply B. J. Williams & Son, Ltd., 115-115, Abbeydale Rd., Sheffield. Tel. 50695. [5999

1954 (June) Riley Pathfinder, dark grey, red leather, 300 miles only, new condition throughout; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [4055

ARCHIE SIMONS & Co., Ltd.—1948 Riley 2½-litre, black saloon, one driver only since new, fitted radio and sun roof, nominal mileage, in outstanding condition for year; £565.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

£595!!!—Special 1950 Riley 2½-litre roadster, one of the very few available, beautiful appearance, pastel finish with rich leather upholstery, Poly-Vynol hood, special type bumpers with quadruple overriders, built-in heater, pass lights, wing mirrors, late owner claims this actual car will do 100mph, must appeal to really discerning purchaser.

£925!!!—1955 (May) Riley 1½-litre saloon in black, nominal mileage and in very nice order indeed, one owner.

£645!!!—1949 1½-litre Riley with built-in heater, heater, wing mirrors, screen washers, draught excluders, pass lights, new engine fitted at Abingdon just a few weeks ago, only just run in, all bills available.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1085

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1953 Riley 1½-litre saloon, black with brown hide, fitted Regency tailored covers, H.M.V. radio, heater, many other extras, in superb condition, low mileage, taxed year; £955.—Apply B. J. Williams & Son, Ltd., 113-115, Abbeydale Rd., Sheffield. Tel. 50685. [5998

1940 (June) Riley 1½-litre sun saloon, black, brown leather, fitter windtone horns, Fram filter, de-mister, excellent tyres, new spare, discs, a genuine bargain at £325 with written guarantee.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

1951 (April) Riley 2½-litre saloon de luxe, black with brown leather, mileage 26,000, one owner, car is really perfect throughout, coachwork inside and externally in showroom condition, excellent tyres, taxed; £685; terms if required.—Logan, 7, Marlborough Gardens, Carlisle, Cumberland. Tel. daytime Carlisle 25786, evening 22768. [5907

1952 2½ Riley saloon, in genuinely new condition throughout; specially tuned H/C piston engine ensures 100 mph performance; probably the most immaculate example in the country; radio, heater, Marchal driving lights, etc.; £915.—Fully guaranteed for 6 months by Ronald Kent (Coachbuilders), Ltd., Coal Wharf Rd., W.12. She. 2231. [0226/R

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

YORKSHIRE.—The Riley Buyers, Barkers of Oakwood, Leeds, 8. Tel. 65-8236/7. [0094/R

PRE-WAR 1¼ or 9 Riley required urgently, cash.—Byron 0788, evenings. [2477

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3009

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W3041

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W3041

THE CAR MART, Ltd., London, wish to purchase Riley cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0969/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Rileys.—Wembley 8691/3903. [W4015

RILEY Buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3016

URGENTLY required, 1946-53 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5973

XXX H. F. Edwards offer immediate cash for good Riley cars.—Details please to: Edwards Garage, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2053

Riley Spares and Service

READING.—Hewens Garages, Ltd., for Riley spares and service. Tel. 1436. [0209

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

RILEY distributors for 28 years.—Comprehensive list of spares, quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [6622

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EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 6 p.m.

1952 Silver Wraith 6-light saloon by Park Ward, painted velvet green and upholstered in green leather upholstery, 37,000 miles; price £4,500.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 6 p.m. May. 7444. [C1092

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RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

H. R. OWEN, Ltd.,

LONDON'S leading specialist in Rolls-Royce and Bentley cars, offer the following selection:—

1953 Silver Dawn standard saloon, automatic gear box, Tudor grey with red hide; £4,450.

1952 Silver Wraith Park Ward sports saloon, green with beige hide; £4,450.

1950 Silver Wraith Freestone & Webb sports saloon with division, black with beige hide; £4,250.

1949 Silver Wraith Gurney Nutting 2-door sedanca coupe, black and golden beige with beige hide; £3,750.

1949 Silver Wraith James Young razor-edged sports saloon, black with blue hide; £3,250.

1939 Wraith H. J. Mulliner razor-edged sports saloon, black with grey hide; £1,950.

1937 (Nov., '36) PIII H. J. Mulliner razor-edged sports saloon with division, black with grey upholstery; £1,250.

1935 20/25 Freestone & Webb sports saloon, 2-tone grey with grey hide; £895.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3052

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VINTAGE AUTOS.

THE pre-war Rolls-Royce specialists.

ALWAYS a good selection of all types at very competitive prices.

66 London Rd., Tooting. Tel. Mitcham 3951. [C4039

PB Ltd., offer:—

1938 25/30 Rolls-Royce Barker owner-driver saloon with boot, semi razor edged, small mileage, in immaculate condition.

1935 20/25 Rolls-Royce with owner-driver saloon by H. J. Mulliner, chassis and body in beautiful condition.

1934 20/25 Rolls-Royce saloon with division by Barker, recent overhaul, in first-class condition throughout.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken 9477/7478. [C3033

TO be offered at Measham.

1946 Rolls-Royce Wraith limousine by Park Ward, ex-Ambassador's car, first registered in this country in 1954; to be offered for sale at Measham on Tuesday, July 27.

MEASHAM MOTOR SALES ORGANIZATION, Ltd., Measham, Burton-on-Trent. Tel. Measham 322. [5970

H. A. FOX & Co., Ltd.

OFFICIALLY Appointed Rolls-Royce retailers.

1949 Rolls-Royce Wraith 7-seater, H. J. Mulliner; £3,100 (R.212).

1938 Rolls-Royce 25/30hp 4-seater Sedanca, fine car (R.211); £1,450.

H. A. FOX & Co., Ltd., 3/5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 8822. [5802

RUSSELL MOTORS offer:—

1940 (March) Rolls-Royce Wraith, semi razor-edged sports saloon, with division by Hooper, fitted radio and heater, a very rare car in beautiful condition.

1937 25/30 Barker owner-driver saloon, exceptional car.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

MANN EGERTON & Co., Ltd.

1947 Rolls-Royce Silver Wraith Hooper saloon with electric division, black with fawn leather upholstery, recent makers' overhaul; £2,550.

MANN EGERTON & Co., Ltd.,

14 Berkeley St., W.1. Hyde Park 2075. [C2006

MASCOT MOTORS, Ltd., offer:—

1937 30hp Salmon drop head foursome coupe; £1,075.

1936 25hp Windover semi-sports saloon with division; £750.

1935 25hp Gurney Nutting 4-light fixed head coupe; £750.

1934 25hp Hooper sports sedanca, one owner, 50,000 miles; £650.

1933 25hp Hooper sports saloon with division; £495.

1932 25hp H. J. Mulliner Continental-type sports saloon; £450.

1929 20hp Windover semi-sports open tourer; £285.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

HAROLD SIMONS, Ltd., offer:—

1937 Rolls-Royce 25-30 limousine (Park Ward), face forward seats, division, a most impressive car, superb mechanical condition; £750; free service after sale, deferred, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2 (at North Circular Crossing, three minutes trolley bus East Finchley Tube). Finchley 0052-3-4. [C4065

CHIPSTEAD MOTORS, Ltd., offer:

22hp Southern Replica streamlined d/h coupe, re-cellulosed dual maroon, red leather, Ace discs, bumpers, heater, pass lamps, etc., etc., really attractive Rolls in every way; bargain.

25hp, late 1935, Owen Gurney Nutting foursome drop head; this is the very rare and attractive continental body, with huge trunk at rear.

25hp, late 1934, Park Ward sports saloon, black and blue, major overhaul last year, exceptional condition.

VARIOUS other drop head coupes and sports saloons in course of preparation for sale.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

C.M.I. CAR SALES (Pri. 6623) offer:—

1935 Rolls-Royce 20/25hp Gurney Nutting 4-door sports saloon with boot and sun roof, engine recently had complete top and bottom overhaul, radio, taxed year; £625.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [S1051

JACK OLDING & CO. (MOTORS), Ltd.,

OFFICIAL Rolls-Royce and Bentley retailers, offer:—

SILVER Wraith 1952 Park Ward six-light saloon, two shades of green/green leather, only 800 miles.

SILVER Wraith 1949 Freestone & Webb touring saloon, with electric division, black/maroon leather, 18,000 miles; £3,250.

SILVER Wraith 1948 James Young saloon, black/grey hide, 24,800 miles; £2,950.

SILVER Wraith 1947 Hooper touring limousine, black/grey leather, electric division, £650 recently spent on car, Rolls-Royce bills over £500; £2,750.

20/25 drop head coupe, black, beige leather, 135,000 miles; £450.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

ROLLS-ROYCE 25/30hp Limousine, 1938, Thrupp Maberley, seat 7.—9, Portman Close, W.1.; £750; exchanges. [5791

ROLLS-ROYCE

BROOKLANDS.—Individuality new and used cars.

1950 Rolls-Royce Silver Wraith 4-door sports saloon by James Young; Rolls overhaul.

1950 Rolls-Royce Silver Wraith d.h. coupe by Hooper.

BUY or sell with confidence. Open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

HEARSES!!! We have a large selection for sale from £1,150. Attention address!!!

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Phone, Richmond 1161. [4325

ROLLS-ROYCE 1937 Phantom III sports saloon by Young of Bromley, modified to solid tappets, in outstanding condition throughout; £895.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1934 (Oct.) 25hp Rolls-Royce Park Ward saloon, maroon/black, perfect mechanical condition, heater.—(Midlands.) Box 6787. [5979

ROLLS-ROYCE 21.6hp Replica saloon, excellent order, delightful appearance; £395.—Autoworx, Ltd., Southgate St., Winchester. Tel. Winchester 4965. [C1010

1933 (February) Rolls-Royce Hooper limousine, face forward occasionals, two owners only, excellent condition; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

£575!!!—1935 Rolls-Royce 25hp Barker sports saloon, modern-looking with rear boot, bodywork like brand new, beautiful condition throughout; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

G&M (ALFREDS (1936), Ltd.—1937 Rolls-Royce 25/30, owner-driver, swept back saloon, £600 recently spent at Messrs. Rolls, fine condition throughout.—6-7, Warren St., W.1. Euston 3268. [C1005

ROLLS-ROYCE Silver Wraith, 1950, drop head 5-seater by James Young, coachwork pastel mist and stone, amazingly beautiful condition, one titled owner, exchanges and terms; £3,250.

ROLLS-ROYCE Wraith owner-driver saloon (no division), first regd. new 1944, coachwork by Thrupp & Maberly; this must be quite the finest Wraith obtainable; its amazing condition is almost unbelievable; exchanges and terms; £1,675.

ROLLS-ROYCE Silver Wraith (Sept., 1949), owner-driver touring limousine by Hooper, one well-known careful owner, Rolls reconditioned engine; £2,895; exchanges and terms.

ROLLS-ROYCE Phantom II 1934 owner-driver saloon by H. J. Mulliner, amazing condition, original R.R. tool kit, one owner throughout, this must be the finest Ph. II obtainable, £625; also 1935 Ph. II in very fine condition.—Swanmore Garage, Ltd., Rolls-Royce and Bentley specialists, 117-119, Christchurch Rd., Bournemouth E. (Tel. Southbourne 43344-43345.) [C4024

1934 Rolls 20/25 Thrupp and Maberly, owner-driver saloon with large boot, one owner since new; in exceptional condition.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C5040

OWNER-DRIVER 1936/30hp Series GUL, partitioned Hooper Saloon extending boot, black, reasonable mileage, delightful condition, mechanical certificate; £750.—Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

ROLLS-ROYCE Phantom II, immaculate condition, owner driver with division, extremely attractive, leather throughout, perfect mechanically, synchromesh gears, many extras; £435; exchange sports, cash either way.—Box 6799. [5991

ROLLS-ROYCE 1928 21.6hp, fitted 1946 replica sportsman's saloon body, first class throughout, recent maker's overhaul, 20 mpg taxed for year, A.A. inspection invited, photo; £495, would exchange for 1953 1½ M.G., cash adjustment.—Bateman, Beauly Pyrford, Woking. [5930

THE SOUTHERN MOTOR Co. specialize in all owner-driver Rolls-Royce models and have a range of replicas (modern coachwork) at prices from £400/£600.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); Office, Gillian Cottage, Lowfield Heath, Nr. Crawley, Sussex. Tel. Crawley 437. [0354

LIMOUSINE 1935/25hp, partitioned Hooper, forward occasionals, exceptional mechanically, immaculate, reasonable cost.

LIMOUSINE 1937/30hp partitioned Hooper de luxe, swept tail Limousine, wide occasional, black, 49,000 miles only, 1950-condition, private.

LIMOUSINE 30hp Freestone, also Hooper partitioned, swept tail Limousines, forward occasionals, exceptional order throughout, certified mechanically, black, reasonable cost.

LIMOUSINE WHC Series, late 1939/30hp partitioned Hooper deluxe Limousine, widest occasionals, original owner, 52,000, black, magnificent conditon; £1,345.

ALPE & SAUNDERS, Limited, Rolls-Royce (Seven Passenger Specialists), Providence Court, North Audley Street, Mayfair-2941. [C1006/1

Rolls-Royce Cars Wanted

C

M

THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

WANTED urgently, Rolls Replica drop head coupe or similar.—Simmons, 12, Rex Place, W.1. [5961

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69 Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0345/R

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W3041

REQUIRED, really good owner-driver Rolls-Royce.—Edwards, Amenbury Lane, Earpenden, Herts, Harpenden 118. [W2053

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Cars Wanted

1937-8 30hp sports saloon, in perfect condition. —Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [W1012

ROLLS-ROYCE required, post-war model, 30hp; genuine private buyer.—Box No. 586, 19-21, Corporation St., Birmingham. [5833

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Rolls-Royces.—Wembley 8691/3903. [W4015

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. [W3007

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr Crawley, Sussex. Crawley 437. [0350/R

A & S urgently require late pre-war 20/25/30hp Limousines, 1934/36/38/39, also Saloons with boot, cash waiting.—Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

20/25 about 1937, wanted for conversion to estate car, cash waiting for suitable car; chassis must be 100%, body condition unimportant; full details and price please.—King Smith, The Moors, Hook Norton, Oxon. [5767

Rolls-Royce Spares and Service

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2225. [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 12

GLANFIELD LAWRENCE offer:—

1947 Rover 12 saloon (first registered January, 1948), black, one owner, engine reconditioned, exceptional throughout; £465.—407, High Rd., N.12. Finchley 0091. [C2053

HAROLD SIMONS, Ltd., offer:—

1948 Rover 12 sports tourer, immaculate, first class mechanical condition, black, red leather, disappearing hood, windtones, etc., a connoisseur's car; £595; three months' written guarantee, free service after sale, deferred, exchanges, trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Crossing, three minutes trolleybus East Finchley Tube). Finchley 0052-3-4. [4065

£475—1946 Rover 12 de luxe saloon, black, brown hide, one owner, taxed year, specimen car; £125 down.

£325—1940 Rover 12/4 de luxe saloon, in very clean condition; £110 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 saloon, one owner, heater, just completely overhauled; £550.—Campbell Symonds, Pervale 4456. [C1037

CASE'S MOTOR MART.—1947 Rover 12 4-seater tourer, H.M.V. radio, numerous extras; £545; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

345gns.—Rover 12, 1939 de luxe saloon, black, sliding head, brown leather, good tyres, excellent condition; terms; exchanges.—Rowland Smith, below:—

145gns.—Rover 12 1936 model saloon, grey and black, blue leather; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

ROVER 12hp late 1947 tourer, in excellent condition, radio, heater and full all-weather equipment; £475.—Colin, 15, Hillview Rd., Hatch End, Middlesex. Amherst 1095, evenings Hatch End 1313. [5912

1940 (model) Rover 12 sports saloon, black with brown interior, spotlamp, windtones, etc., excellent condition throughout; £295.—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C2019

£575!!!—Special Rover 12hp sports 4-seater roadster, post-war series Feb., 1952, registration, a rare model, smart pastel finish, built-in heater, pass lights, windtones, etc., performance and general mechanical condition of the very highest order.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

ROVER 14

ROVER 14 saloon, 1937, radio, demister, discs, two owners, meticulously maintained in perfect condition, maroon-black; £265 o.n.o.—Candy, Footscray 3014 evenings. [5762

£65 deposit—Rover 14 de luxe saloon, excellent condition, bargain; £169.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube). Bat. 1107-8-9. [C2024

ROVER 14 sports saloon 1946, one owner, 25,000 miles only, practically unmarked inside and out, a truly amazing specimen; £495.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Uplands 4812. [C1041

KENTISH & THOMSON, Ltd.—1947 Rover 14 saloon, black with fawn interior, 2 private owners, small mileage, in excellent condition throughout; £485. —564-6, Wickham Rd., Shirley, Croydon. Springpark 3477. [C2047

ROVER 14, 1936 4-seater sports saloon, short coupled chassis, low sweeping tail, large outside boot, many extras, carefully used and perfectly maintained, quiet engine, sustained oil pressure, wonderful brakes, self-centring steering, attractive, really fast, economical, thoroughly reliable, a perfect pleasure to drive, genuine bargain; £150; 200 miles trial, photo to genuine, interested enquirer.—18, Clarence Rd., Manchester, 21. Tel. Choriton 1288. [5881

ROVER 14

500gns, o.n.o.—Rover 14 (Nov.) 1946, complete engine overhaul.—Broadview, Meopham, Kent. Meopham 2130. [5929

£195!!!—1938 Rover 14 sportsman's saloon, smart 4-light body styling, almost identical to post-war series, usual outstanding Rover performance, exceptional value.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

ROVER 16

1938 Rover 16 saloon, good condition; £195.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1947 Rover 16 saloon, fitted heater, radio, loose covers, one owner only, splendid condition throughout; £485.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

1947 Rover 16 sports saloon, black, radio, heater, new tyres; £550.—Odeon Motors, Ltd., Barnet 1144. [C3028

ARCHIE SIMONS & Co., Ltd.—1947 Rover 16 sports saloon, colour black, nominal mileage and in outstanding condition; £495.—94, Gt. Portland St., W.1. Lan. 1545. [C4013

1947 (November) Rover 16hp saloon, sun roof, radio and heater, one owner; £465.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Pri. 4441. [C4047

ROVER (60, 75 and 90)

NEWNHAMS, Ltd.

1953 (June) Rover 75 saloon, radio, low mileage; £1,095.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

HAROLD SIMONS, Ltd., offer:—

1948 Rover 75 sports saloon, owned by one family, grey, red leather, sunroof, heater, H.M.V. radio, definitely first class mechanical condition, immaculate; £595; three months' written guarantee, free service after sale, deferred; exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Crossing, three minutes trolleybus East Finchley Tube). Finchley 0052-3-4. [4065

DENHAMS GARAGE (ESHER), Ltd.

1952 (June) Rover 75 saloon, exceptional condition; £955.—Tel. 3560 Esher, Surrey. [C1070

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1951 Rover 75 saloon, colour black, radio and heater fitted, 30,000 miles, in splendid condition throughout; £855.
HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [C4027/1

1954 Rover 60, 1,100 miles, green; list price, Weybridge 600. [C4025

1953 (May) Rover 75 saloon, black, one owner, 11,000 miles, spare unused; £1,095.
RIPCO, Ltd. (ROVERS PURCHASED), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1952 (June) Rover 75 saloon, black, 15,000, radio, one owner; £985.
STEAMS & Co. (CAR SALES), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. [5700

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:

1951 Rover 75 saloon, finished black, green leather, radio, heater, one owner, immaculate condition throughout; £875. [C1001

1948 Rover 75 saloon, one owner; £595; three months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774 [C4054

1954 Rover 90, works mileage.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C5006

1952 P4 saloon, pastel blue, blue leather, loose covers, 1 owner 13,100 miles; £975.—Mayfair 5242. [C5050

1951 P4 saloon, cream/red leather, radio, three carburettor modification, one owner, 22,800 miles; £895.—Mayfair 5242. [C5050/1

1953 Rover 75, 18,000 miles, beautifully kept car; £1,045.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4056

1951 Rover 75 25,000 miles; £875.—Clayton's Cars (London) Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1954 (model) Rover 75 saloon, centre gear change, ivory, one owner, speedo, reading 6,300 miles, really beautiful condition; £1,195.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

1952 (Sept.) Rover P4, very low mileage, Condition naught green, grey leather, almost new condition; £995.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester. Tel. 60319. [C1059

1949 Rover 60 12hp sun saloon, Radiomobile, heater, magnificent condition, written guarantee; £615.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [5220

1953 75 saloon, black, grey leather, radio, Ace Rimbellishers, low mileage, one owner, taxed year, supplied by K.J., carefully maintained; £1,065.—K.J. Motors, Ltd., Bromley. Ravensbourne 3456. [5975

£575.—Rover 75 saloon, blue with blue leather, 1948, heater, reconditioned engine, show room condition all round, taxed December; exchanges; h.p.—Holgate, Kingston 7156. [6025

ROVER (60, 75 and 90)

1951 Rover 75, blue, one owner, 27,000 miles, recently serviced by Rovers, new India supers, extras; £895.—Vincent, Diss 21. [5729

1954 Rover 60, ivory and red, seat covers, radio, twin foglamps, mirrors, etc., 2,000 miles, definitely new; £1,250.—Robbins, East Putney Putney 7881. [C5010

1954 (model) Rover 75 saloon, black with loose covers, one owner, genuine mileage 1,762; £1,275.—Cooper & Hawkins, Ltd., Walton St., Aylesbury. Tel. 700 [5621

£965!!!—1952 (June) Rover 75 saloon, completely unblemished throughout, in the hands of one fastidious owner and faultlessly maintained, serviced every 1,000 miles by County Rover distributors.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

1952 (Sept.) Rover saloon, black/fawn hide interior, radio and heater, taxed year, low mileage, indistinguishable from new; £975, consider part-exchange.—Fourteen, Offington Gdns., Worthing, Swandean 849. [C4027

1954 Rover 90 saloon, 3,000 miles only, fitted sunshine roof, radio, just been decarbonised and tuned up finished in dual colours blue/grey, a most attractive motor car.—Dunham & Haines, 46, Castle St., Luton 2100-2. [C1079

OPPORTUNITY to acquire small-mileage Rover 75 1951 P.4, own vehicle maintained at Rovers throughout, latest engine modifications, guaranteed mileage 23,000 only, loose covers, link mats, etc., superb condition, full guarantee; bargain, £850.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4725. [C1011

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [0195/R

1953 model Land-Rover, 10,000 miles, one overhaul, outstanding condition; £495.—Martyn, Oakford 274, Tiverton, Devon. [5704

HARVEY HUDSON, Ltd. (the Land-Rover specialists) offer from the finest stock of reconditioned and guaranteed Land-Rovers in the country:

1953 model Land-Rover, one owner, 15,000 miles, trafficators, very attractive vehicle; £500.

1951 model Land-Rover, 27,000 miles, seats in rear, winking indicators, excellent condition; £395.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C2039

LAND-ROVERS, choice of seven, '49 to '52; £250 to £400; also new spares, or sound used.—Wick Autos, 15, St. John's Rd., Hampton Wick. Kingston 4718 or 8248. [0194/R

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. [C2059

ROVER MISCELLANEOUS

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House, 385, Euston Rd., N.W.1 (Euston 4444.)
DEPOTS at:
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT WEST ROAD (Ealing 5477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5548. [0060/R

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [G242/R

BOTWOODS, Ltd., Rover distributors for Suffolk, urgently require small mileage P4 and P5 Rovers. —Tel. Ipswich 2271. [4595

ROVER Buyers.—Motourists (London), Ltd., Gt. North Rd. E., Finchley Station, N.2. Tudor 2301-2. [W5018

TOP price paid for Rover or similar type car, trade or privately.—54, Streatham Hill, S.W.2. Hill 2675. [W5016

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Rovers.—Wembley 8691/3903. [W4015

POST-WAR Rovers wanted.—Wilson's Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton, S.W.2. Brixton 4011. 5, Dorking Rd., Epsom, Surrey. Epsom 3901. [0567/R

XXX H. F. Edwards offer immediate cash for good Rover cars.—Details please to: Edwards Garage, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

EVANS (WIMBLEDON), Ltd., 203, St. James's Wimbledon, and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

KJ MOTORS, Ltd., agents, reconditioned units, Girling, Radiomobile agents.—Bromley, Ravensbourne 3456. [0968

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available. —321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

SIMCA

1954 Simca Aronde, choice of two, equivalent mileage; from £725.—Anthony Crook, Caterham 2252. [C1063

SIMCA Aronde.—Several demonstration cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley. Tel. Perivale 5651. [0395/R

SINGER

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1951 Singer 4 AB roadster, a really attractive light car with an amazing performance, must be seen to be appreciated, beautifully maintained from new; 300gns or £105/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1951 Singer SM1500 saloon, green/beige upholstery, two careful owners, highly recommended; £465.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

G. E. LAWRENCE (MOTORS), Ltd., New St. Tel. Aylesbury 568.

SINGER distributors, offer:—

1952 (July) S.M. 1500 saloon, coronation blue with grey upholstery, one careful owner, guaranteed mileage 12,835 only, a very attractive, reliable car in first-class condition, cost new £1,129, will accept £585. [5724

SINGER 16 2-litre '34 sports saloon, 4-str., good cond.; £150.—Tel. Kni. 1350. [5845

£100—1934 Singer 9 2/4-seater sports, red and silver, bargain; £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£125.—1937 Singer 12 de luxe saloon, clean car, terms.—Autosnips, 5, Balham High Rd, Balham 1509. [C1009

125gns.—Singer 10, 1938 de luxe saloon, black, sliding head, blue leather, good tyres; terms, exchanges.—Rowland Smith, below:—

89gns.—Singer 9, 1953 de luxe 4-door saloon, sliding head, leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1948 Singer 10 saloon, excellent condition; £295; terms; exchanges.—H. Rose, The Lynch Garage, Uxbridge 3122 (opposite side entrance G.P.O.). [C3055

1951 Singer 4AB roadster, extras include leather upholstery, glass sidescreens, trafficators, etc., one owner; 380gns.—4, Meadway, London, N.14. Pal. 2963. [5936

£565!!! Singer S.M.1500 saloon, 1951, with latest type facia and folding arm-rests to front seats, one previous owner, beautiful condition, built-in heater.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; open till 8 p.m. [C1055

1950 S.M.1500 saloon, black, beige upholstery, very nice condition, serviced by us; bargain, £395.—G. E. Lawrence (Motors), Ltd., New St., Singer Distributors, Tel, Aylesbury 568. [5841

Singer Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4016/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

SINGER cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

REQUIRED, really good Singer 1500.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Singers.—Wembley 8691/3903. [W4015

Singer Spares and Service

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701/2. [0605/R

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton Tel. 4990, Deansgate Manchester. Deansgate 4507. [0390 R

Singer Spares and Service

THE Singer agents for spares, service repairs, Automenders Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

LANCASHIRE'S premier Singer spares stockists.—Coulthurst & Grimshaw, Ltd., 759, Whalley New Rd., Blackburn. Tel. 48091. [6475

SPORTS CARS

K.I.

1947 Allard Roadster K.1., very good mechanically, about 14,000 miles since reconditioned engine, excellent tyres, nice hood and sidescreens, recently recellulosed in off-white which, with its navy hide upholstery, make it a most striking car; £315; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7208 or 2031. [C1086

CARS for the enthusiast.

IF you require a good pre-war car in excellent condition at a reasonable price, we have the finest selection in the country. Our stock consists of good veteran, vintage, Continental and sports cars, with all types of coachwork. Immediate hire purchase and part exchange. We are open till 9 p.m. 7 days a week, including Saturdays and Sundays, for inspection.

VINTAGE AUTOS, Head Office and main Showrooms, 66, London Rd., Tooting, Mitcham 3951. Bargain basement for thoroughbreds under £150.—185, Emers End Rd., Beckenham. Tel. 2521. [C4059

B. & G. MOTORS offer:—

£225—M.G. 10hp T type 1937 sports 2-seater, red.

£180—Marendaz Special 16hp open sports, 4-seater, immaculate red and chromium, new battery, new tonneau cover, three carb. engine.

£170—B.S.A. 10hp 1940 series open 4-seater, red.

£155—M.G. 8hp P type 1936 open 2-seater, red, new hood.

£145—Singer 9 Le Mans open 2-seater, twin spares.

£135—Singer 9 Le Mans open 4-seater, red. 1936.

£130—Wolseley Hornet 12hp Daytona 2/4-str., red.

£140—Ford 8 special, fitted 1954 fibreglass hard-top 2-seater body, looks like a little Ferrari.

£145—M.G. 12hp K type open spts. 4-str., duo-green.

£120—M.G. 12hp open sports 4-seater, red (choice of two).

£69—Austin 750cc Ulster model 2-seater, outside exhaust, etc.

MANY others, easy terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

CHARACTER CARS offer:—

FRAZER NASH, 1926 Anzani 2-3 seater, in specimen condition; M.G., 1939 2.6-litre drop head; M.G., 1934 P.A. 4-seater; Talbot, 1937 105 tourer; Riley, 1936 Kestrel/Sprite saloon; Vale special 2-seater sports.

CHARACTER CARS, Wellesley Garage, Wellesley Court Rd., East Croydon. Croydon 2555. [C1044

BERT MASON SPORTS CARS.

£195 M.G. N.A. Magnette sports 2-seater, in truly wonderful condition, many, many extras including Aero screens, etc., very probably—we mean this—the best Magnette for sale anywhere; £175. Frazer Nash-B.M.W. 326 drop head coupe, terrific performance and extreme economy, nice condition, in black/ivory; quantity of spares; £65. Hillman Minx sports 4-seater; £145. Wolseley Hornet Special sports saloon; £125. Vauxhall 14 D.X. 1 f.s. 4-seater sports; £95. Hudson Bertelli special sports 4-seater, finished in ivory, extremely good condition, shattering performance, £98. Wolseley Hornet Special drop head coupe, excellent; the above motor cars represent only a small selection of our ever changing stock which we invite you to come along and inspect; hire purchase on all cars.—Bert Mason Sports Cars, 77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [C5073

UNDERWOOD-RUSLING offer:—

£265—1939 M.G. T.B. 2-seater, blue, exceptional order throughout, fast and economical.

£195—1939 Morgan 4/4 drop head coupe, cream, twin spares, duo-tones.

£195—3-litre Red Label Bentley 4-seater, green, attractive appearance, mechanically faultless.

£155—J2 M.G. 2-seater, red, long flared wings, above average throughout.

UNDERWOOD-RUSLING SPORTS CARS.—Terms, exchanges.—28, Queensberry Rd., Kettering. Tel. 3351. [C4075

ROWLAND SMITH'S for sports cars.

525gns.—M.G. Midget, September 1951, T.D. 2-seater, supercharger, oil cell, one owner, exceptional.

475gns.—M.G. Midget, October 1950, T.D. 2-seater, Marchal headlamps, carefully used.

395gns.—M.G. Midget, October 1949, T.C. 2-seater, one owner, unworn spare.

395gns.—Sunbeam-Talbot 1947 2-litre sports tourer, green, grey leather, carefully used.

245gns.—Frazer Nash-B.M.W. 1936 type 55 special sports 4-seater, concealed hood, excellent condition.

225gns.—M.G. Midget 1938 10hp T, 2-seater, blue, low pressure tyres, very good condition.

165gns.—Austin 7 1.237 model Nippy sports 2-seater, new hood, very good condition.

145gns.—B.S.A. Scout, late 1937 series 4, 10hp sports 4-seater, very good condition.

145gns.—Riley 9, late 1932, Gamecock sports 2-seater, ivory, very good condition.

125gns.—M.G. Midget, 1934 model, 6hp J.2 2-seater, black, green leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£210—M.G.-Ford, rebuilt 1950, perfect condition, 45 m.p.g., occasional 4-seater.—330, Windmill Rd., London, W.5. Ealing 1475. [5898

1951 Allard K2 sports 2-seater, in first-class condition throughout; £595.—Pantiles Service Garage, London Rd., Guildford 5326. [5035

G & M ALFREDS (1936), Ltd.—1949 registered J.B.M. (Ford V.8), competition 4-seater sports tourer, reconditioned engine just fitted, recellulosed, very attractive; £325 only.—6-7, Warren St., W.1. Euston 3268. [C1005

SPORTS CARS

WARWICK WRIGHT, Ltd., offer:—

1953 (November) Sunbeam-Alpine Roadster, alpine mist, radio and heater, 8,000 miles; £1,125.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CHIPSTEAD MOTORS, Ltd., offer mostly reconditioned and in showroom condition:—

ALFA-ROMEO 2.5 foursome d.h. coupe, immaculate.

ALLARD K2 1952 (series), actual Geneva Show car, Mercury Overlord engine completely rebuilt, specially tuned, one owner, low mileage, indistinguishable from new; £625.

ALFA-ROMEO 2.5-litre, first registered 1948, streamlined drop head coupe, white, blue leather, beautiful car.

DARRACQ 1939 4-litre special Paris Show streamlined 3-door fixed head coupe, with finned tail 4ft 6in high, Bugatti blue, pigskin upholstery, fluted chrome discs, overhauled, 100mph, new condition.

DELAHAYE 135M, 1939, model, engine reconditioned, Laystall, clutch, brake, steering, overhauled, etc., Cotal gear box, black and blue, fixed head coupe, bargain; £485.

FIAT 1939, 1500 d.h. coupe, reconditioned engine.

FRENCH TALBOT 1938/39, 4-litre, foursome drop head, very low mileage, engine built by precision engineers, black with brown leather.

LE MANS Frazer Nash.—See under "Racing Cars" column.

HEALEY Silverstone 1950, Alfa red, new tyres, superb condition throughout, low mileage; £625.

HEALEY Silverstone E type with air scoop, 16,000 miles, 5 new Dunlop racing tyres, high-compression pistons, high lift cams, etc., specimen, Bugatti blue; £675.

HEALEY 1948 beautiful 2-door foursome, reputed by Farina, speedo reading 39,000, recon. front suspension, dual fawn specimen; £565.

1951 (Model) XK120, Bugatti blue, leather, dual exhausts, low mileage, immaculate; £845.

100 Competition 2-seater Jaguar, specially built by Ken Hays and reg. 1949, new engine and XK120 gear box, terrific performance, probably the best in the country; £545.

ROLLS-ROYCE.—See "Rolls-Royce" column.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

DOCTOR'S beautiful Railton Straight 8, latest series, d.h.c., new p.v.c. hood, reconditioned engine, 3 months' guarantee; £275.—Dr. Malleson, 17, Gordon St., W.C.1. Euston 4400. [5765

DEREK DAVIS, blown Magnette 1½-mile 16 secs., Concours condition, £299, terms, exchanges, written guarantee.—Rudd, adjoining Central Station, Worthing 7773-4. [6050

JOHNSON & BROWN offer Bentley 4½-litre open 4-seater, exceptional condition, £350; Rolls-Royce Phantom II fixed head foursome coupe, £295; Bugatti type 35 2-seater, £550, Alfa-Romeo 2-3-str. drop head coupe, 1750, s/c, £225; Mark II 4-seater Aston Martin, £385; Bentley 3½-litre saloon, 1934, £495; H.R.G. 1500cc 1947, Aerodynamic, £595.—Ringers Rd., Bromley, Kent (20 mins. Victoria). Ravensbourne 6479 and 2322. [C2073

CHILTERN CARS offer: 1951 Allard 3,917cc J.2 2-seater, exceptional condition, £595; Alvis Silver Eagle sports saloon, £75; 12hp Alvis Firefly foursome drop head coupe, £145; 3-litre Red Label Bentley fitted with special foursome drop head coupe coachwork, £245; 1933 Type 328 B.M.W. 2-seater, first-class order, £475; 24hp Dodge 8-seater shooting brake; good condition throughout, £165; J.A.G. V.8 special 2-seater, £225;—1935 PA-type M.G. 2-seater, exceptional, £185; 8hp Morris Special 2-seater, £185; 28hp Railton Ranalah tourer, £165; 1½-litre Riley Lynx tourer, well above average, £245; 9hp Riley Gamecock 2-seater, £135; terms, exchanges.—11a, Water Lane, Leighton Buzzard. Bedfordshire. Tel. Leighton Buzzard 2060. [C1045

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SIMPSON'S MOTORS (WEMBLEY), Ltd. The American Car Specialists, urgently require all Sports Cars.—Wembley 8691/3903. [W4015

WANTED, crashed, burnt out or very rough, XK120, Allard or similar sports car.—Symons, Tremeddan, Liskeard, Cornwall. Tel. 3110. [5915

PERFORMANCE CARS.—S.O.S.! Stock sinking rapidly; sports cars wanted desperately for cash.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W7041

MERCURY MOTORS wish to purchase good used sports cars of most types—M.G., Riley, Sunbeam-Talbot, Morgans, etc.; please write, 'phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [C3014

Sports Cars Spares and Service

TUNINO, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

STANDARD 8

1946 Standard 8 drop head coupe, new engine recently fitted; terms and exchanges, £245.

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [6049

1938 Standard 8 sun-roof, completely overhauled and resprayed; £180.—Tel. Euston 2028. [5856

1948 saloon, only 25,000 miles, condition excellent, one owner, chartered surveyor; £295.—Tel. Ewell 6757. [5904

1948 Standard 8 sln., overhauled; £325.—Smith & Hunter, 376, Kensington High Street, W.14. Western 2312. [C4019

£295!!! 1948 Standard 8 sports tourer, magnificent and spotless condition; bargain price, 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 8

STANDARD 8 tourer, 1948, excellent order, low mileage, £50 engine replacement, etc., grey; price £260.—Tel. Kingston 9148. [5676

£575!!! Standard 8hp de luxe saloon, black, 300 miles only, first registered July 1954.—M. Hughes, The Slopes, Lower Henley Rd., Caversham, Reading. [5969

1954 (April) Standard 8 saloon, 3,000 miles only, grey, blue interior, fitted ignition lock, hub-plates, overriders, extra wiper, taxed December; £495, with written guarantee.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C5018

Standard 8 Cars Wanted

RICHARDS & CARR buy Standard 8, 1953-4.—35, Kinnerton Pl., London S.W.1. Sloane 5424. [W5045

STANDARD 12

HAROLD SIMONS, Ltd., offer:—

1939 Standard 12 saloon, new engine, 7,000 miles only; £265; 3 months' written guarantee; free service after sale; deferred, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2 (at North Circular Crossing, 3 minutes trolleybus East Finchley Tube). Finchley 0052-3-4. [C4065

AUTO SALES (London) Ltd. offer:—

1947 Standard 12 de luxe saloon, black; £335.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [5426

STANDARD Flying 12, 1938, excellent condition, heater; £240.—Box 6801. [5993

£358—Standard 12, 1947, convertible, new top, very good tyres, exceptional condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017

1947 Standard 12 saloon, black, two owners only since new; £395.—Hale Motors, Ltd., Tot. 7771/4. [C2076

1946 Standard 12 drop head coupe, guaranteed; £325; payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6631. [C5029

STANDARD 12 (new '38 engine), in excellent condition throughout; £185, or offers.—Hawley Hotel, Camberley. Tel. 11. [6056

£345—1947 Standard Flying 12 de luxe saloon, spotless condition; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 Standard 12 saloon, recellulosed two colour beige and maroon, brown hide, heater, recon. engine run 4,000, excellent condition throughout, 3 months' guarantee; £425.

GEE CARS, Ltd., 60/62, Queenstown Rd., S.W.8. Mac. 3565. [4622

STANDARD 12 drop head coupe, 1937/8 model, two owners from new, carefully maintained in excellent condition, taxed year; £175.—Brondesbury Motors, Brondesbury Mews, N.W.6. Mal. 0371. [5821

295gns.—Standard 12, October 1947 de luxe saloon, grey, sliding head, blue leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

STANDARD 14

1947 Standard 14 d/h coupe, grey, very sound; £355.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

STANDARD 14 1948 saloon, black, red leather, heater, Burtonwood overhaul, original condition, sunroof; £395.—Hillwood Motors, Mill Hill (London) 4232. Open 9-8 Mon.-Sat. [5857

STANDARD 14, late 1948, one owner, 22,000 miles only, new tyres and battery; leather upholstery and sunshine roof; H.M.V. radio; taxed to Dec., 1954; mechanically perfect and immaculate; £395.—Tel. Key. 5973. [5778

345gns.—Standard 14, late 1947 de luxe saloon, black, sliding head, red leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD VANGUARD

HPG 1953 (first registered November, 1952) Vanguard saloon, one considerate owner, recently decarbonised and brakes relined, servicing book since new, immaculate Co net Elue cellulose leather upholstery, fitted heater, in showroom condition; £585; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7206 or 2051. [C1086

CAR MART, Ltd.

1952 Standard Vanguard saloon, heater; £575.

1951 Standard Vanguard saloon, heater; £525.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C1039

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1952 Standard Vanguard saloon, fitted radio and heater, overdrive, seat covers, absolutely unmarked, 16,000 miles only, spare tyre unused; 610gns or 1/5th deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

H. A. SAUNDERS, Ltd., offer:

1952 Standard Vanguard saloon, black, red upholstery, recorded mileage 17,196, heater; £625.

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

1951 (November) Vanguard, immaculate; £525.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

STANDARD VANGUARD

BRADSTOCK MOTORS, Ltd.

£535—1952 Vanguard saloon, one owner, heater, overdrive, low mileage, taxed.—Chase Rd., Epsom 635. [C1090

AUTOMOBILIA, Ltd., offer:

1951 (June) Standard Vanguard 4-door de luxe sunshine saloon, black, beige leather, heater, excellent condition; £495.

1950 (Oct., '49) Standard Vanguard Estate, champagne, red leather, heater, excellent condition; £525.—Automobilia, Ltd., Pippbrook Garage, Dorking 4504, 5891. [C1089

NORTHERN MOTORS OF HARROW offer:—

£599!!!—1953, April (yes, 1953), Standard Vanguard saloon, grey with grey leather, one private owner, mileage 10,000 only, fitted heater, absolutely as brand new

186—194, Pinner Rd., Harrow 4444. [C3025

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1951 (Oct.) Standard Vanguard saloon, grey, with grey upholstery, fitted loose covers, heater, etc., 28,000 miles only; £525.

PHOENIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey, Vigilant 1121. [5044

KNIGHTSBRIDGE MOTORS, Ltd., London, S.W.1. Sloane 4086, offer:—

1952 (August) Vanguard estate car, 4-door, one private owner, 12,000 miles only and fitted Laycock overdrive and makers' heater, taxed December, in beautiful condition and with most attractive performance; £745. [C2063

1950 black/beige, heater, perfect condition; £450 o.n.o.—22, Harlow Moor Drive, Harrogate. Tel. 6204. [5667

VANGUARD, 1953, Phase II saloon, low mileage, one owner, showroom condition; £675.—C. V. Rushmer, 39, Holland Park, W.11. Park 5751. [C3061

1950 Vanguard, black, red leather heater, one owner, taxed year; £445.—K. J. Motors, Ltd., Bromley. Ravensbourne 3456. [5971

£345 Standard Vanguard saloon, October 1949, excellent condition, grey with blue leather.—Gladstone 3006. [5932

£445—Standard Vanguard, 1951, particularly well kept, small mileage, very good tyres, choice of many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017

£725!!!—1954 series Vanguard saloon de luxe, 10,000 miles genuine, like brand new, 5 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 221-225, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1949 (September) Vanguard saloon, black, Ace Rimbellishers, heater, etc., guaranteed; £415.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3054

1953 Standard Vanguard Phase II, black with red leather upholstery, 3,800 miles only, immaculate condition; £695.—Wadkin, Ltd., Green Lane Works, Leicester. Tel. 67114.

1954 Vanguard (reg. May), black, radio, 4,600 miles, like new; £775; terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [5449

HILLS GARAGE, Woodford, offer:—(Oct.) 1952 Vanguard saloon, black, two owners from new, 18,000 miles, payments over two years, 1/-deposit; £165; three months' real guarantee.—See page 57. [C2079

1953 (June) Phase II Vanguard saloon, grey, radio, heater, 10,000 miles, one owner, excellent condition; £690.—E. L. Mendel, Ltd., 85, Great Portland St., London, W.1. Langham 2661-2. [C3067

STANLEY GOODWIN, Ltd., Worcester Rd., Kidderminster. Tel. 2204-5, offer (quality tested) 1952 (June) Standard Vanguard Phase I, grey/red leather, heater, mileage 19,723, one careful owner, taxed December; £595. [5816

1954 Standard Vanguard, mileage under 500, prospective purchaser unable to take delivery; £775, or 50 monthly instalments of £33.1.9 including tax for period.—Cooden Engineering Co., Ltd., Cooden Beach. Tel. Cooden 600. [5728

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction) offer a selection of Standard Vanguards with a written guarantee plus two free after-sales service vouchers.—Battersea 2252. [C3022

STANDARD Vanguard Phase 2 saloon special export model in dual colours with dual tone upholstery, radio, heater, chrome wheel trims, one owner, low mileage; almost a new car for only £725.—Hillwood Motors, Mill Hill (London) 4232. Open 9-8 Mon.-Sat. [5856

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

TOP price paid for Vanguard or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

STANDARD Vanguard wanted immediately, cash waiting.—135, High St. South, E.6. Grangewood 2550. [W4052

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0052/R

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham N.15. [0181/R

Standard Spares and Service

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1958 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

Standard Spares and Service

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0501/R

MARGATE, Kent.—Service and spares for all models. Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [3774

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0559/R

LANCHESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

STANDARD spares all models from 1955 (replacement units from 1956), complete overhauls, body repairs, recellulosing.—Puttocks, Ltd., 18/W Surrey distributors), Alexander Terrace, Guildford 5391. [4251

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guarantee three months; Girling and Bendix stockists.—Arvadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

REPAIRS, reasonable prices! Set seat covers from £5/15; reconditioned guaranteed gear boxes (including 10-12 1934-55), engines, shock absorbers; quotations free; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0978

STUDEBAKER

R H D Studebaker drop head coupe, power top.—Below.

1952 Studebaker Champion 4-door saloon.—Joe Thompson (Motors), Ltd., 91/95, Fulham Rd., S.W.3. Kensington 4658. [C4028

1950 show model Studebaker Champion, R.H.D., radio, heater, overdrive, windscreen washers, 4-door saloon, 21hp, 27 mpg, outstanding car in new condition; £895.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 15. Tel. Ardwick 2950. [C2076

Studebaker Spares and Service

REPAIRS, reasonable prices! Gears, set seat covers from £9; reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; quotations free; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0622

SUNBEAM

TOM GARNER, Ltd., offer:

1954 Sunbeam Alpine Roadster, sapphire blue, 700 miles only; £1,165.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

WARWICK WRIGHT, Ltd., offer:—

1953 (November) Sunbeam-Alpine Roadster, alpine mist, radio and heater, 8,000 miles; £1,175.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [C4045

SUNBEAM-TALBOT

W

M

WELBECK MOTORS, Ltd., offer:—

1953 Sunbeam-Talbot 90 Mark IIA drop head coupe in black with red leather, H.M.V. radio, 11,000 miles, taxed for year; £950.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1159 (6 lines) [C4049

W

W HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1951 Sunbeam-Talbot 90 sports saloon, leather, radio and heater bronze; £640.

W HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

1948 Sunbeam-Talbot 2-litre saloon, sliding head; £475.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

JACK ROSE, Ltd., offer:—

1952 (Sept.) Sunbeam-Talbot 90 saloon, in bronze, almost unmarked inside and out, very low mileage, £765.

1950 Sunbeam-Talbot 90 saloon, in bronze, very clean, low mileage; £575.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C5056

TOM GARNER, Ltd., offer:

1952 Sunbeam-Talbot 90 Mark II saloon, black, heater, radio; £765.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1950 Sunbeam-Talbot 90 coupe, exceptionally well maintained, £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

AUTOMOBILIA, Ltd., offer:

1951 (Oct.) Sunbeam-Talbot 90 foursome convertible coupe, golden sand, red leather, heater, low mileage, excellent condition; £695.—Automobilia, Ltd., Pipporook Garage, Dorking 4504, 5891. [C1089

ROSE & YOUNG, Ltd., offer:—

1954 model Sunbeam-Talbot 90 saloon, 5,000 miles only, fitted radio and heater, indistinguishable from new, black; £965.

1954 model Sunbeam-Talbot Alpine roadster, fitted radio and heater, exceptional condition, metallic blue; £955.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station) Tulse Hill 6464. [C3057

H. A. SAUNDERS, Ltd., Golders Green offer:—

1947 (Nov.) Sunbeam-Talbot sports sunshine saloon, one owner, highly recommended; £595.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 6011 (10 lines). [C4004

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

HAROLD SIMONS, Ltd., offer:—

1952 Sunbeam-Talbot 90 convertible, one titled owner, gunmetal, heater, splendid mechanical condition and appearance; £765.—Below.

1950 Sunbeam-Talbot 90 saloon, one owner, black, sound, reliable and good appearance; £585.—Below.

1947 (late) Sunbeam-Talbot 2-litre saloon, grey, grey leather, sunroof, spotlight, etc., fine mechanical condition, nice appearance; £435; 3 months' written guarantee; free service after sale; deferred, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2 (at North Circular Crossing, 3 minutes trolleybus East Finchley Tube). Finchley 0052-3-4. [C4065

H. PEART & Co., Ltd., offer:—

SUNBEAM-TALBOT 90 saloon, fitted radio and heater, first registered November, 1951, carefully maintained by one owner since new; £675.—102, London Rd., Kingston-on-Thames, Kingston 3548. [C1081

DENHAMS GARAGE (ESHER), Ltd.

1939 Sunbeam-Talbot 10, sports saloon, immaculate condition throughout, recon. engine, not yet run in; £325.—Tel. 3560 Esher, Surrey. [6004

WARWICK WRIGHT, Ltd., offer:—

1953 Sunbeam-Talbot 90 Mark IIa saloon, satin bronze, 6,000 miles, £1,050; another, in alpine mist, similar mileage.

1950 (December) Sunbeam-Talbot 80 convertible coupe, black, 16,000 miles; £645.

1951 Sunbeam-Talbot 90 Mark II saloon, black, 21,000 miles; £695.

1954 Sunbeam-Talbot 90 Mark IIa convertible coupe sapphire blue, heater, 1,000 miles; £1,150.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [C4045

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1951 Sunbeam-Talbot 90 saloon, green, radio, heater; £695.

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 7805 (5 lines) [C1008

KNIGHTSBRIDGE MOTORS, Ltd., London, S.W.1. Sloane 4066, offer:—

1954 model Sunbeam-Talbot 90 drop head coupe, H.M.V. radio, heater, grey, 6,500 miles, one private owner; £1,065. [3065

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1954 (April) Sunbeam-Talbot 90 Mark IIa saloon, sapphire blue, seat covers, 1,200 miles, guaranteed; £1,125.

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [4107

1954 Sunbeam-Talbot 90, 2,000 miles, Alpine mist, red leather, heater; £1,100.—Rickmansworth 4137. [6020

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group Products, specialists in purchase and sale of

GUARANTEED used Sunbeam-Talbots.

A SELECTION from our stock:—

1951 (July) Sunbeam-Talbot 90 Mark II saloon finished in satin bronze with red leather upholstery, fitted H.M.V. radio, one owner, 34,000 miles only; this is a really exceptional chassis and the whole car is in showroom condition; £675.

1953 (June) S/Talbot Mark IIa saloon, finished in blue with beige interior, fitted H.M.V. radio, windscreen wash, etc., one owner, 27,000 miles only, a most immaculate car; £875.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicles.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

BASIL ROY, Ltd.—1952 Sunbeam-Talbot saloon, heater, good condition; £685.—161, Great Portland St., W.1. Langham 7733. [6037

1950 90 sunshine saloon, satin bronze, new tyres, loose covers, exceptionally clean car; £550.—Campbell Symonds, Wembley 6262 [C1037

4000 miles.—September 1952 blue saloon, heater, etc., perfect; £650.—Gray's, Woodbridge Rd., Guildford. Tel. 2887. [6042

1952 Sunbeam-Talbot 90 sal., black/beige leather, heater, one owner, 26,000 miles; £750.—May. 3051. [C3030

1954 S/T Alpine, mist grey, red leather, cockpit cover, under 4,000 miles, taxed Dec. 31; £1,050.—Ellison, 53, Well St., Bradford, 1. [5882

425gns.—Sunbeam-Talbot 10, 1947 foursome drop head coupe, pearl grey, maroon leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below:—

395gns.—Sunbeam-Talbot, 1947 2-litre sports tourer, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

A.Z. MOTORS, offer 1940 Sunbeam-Talbot 10 saloon, amazing performance, excellent condition, 3 months' guarantee; £310!!!—100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£1050!!! 1954 Mark IIA Sunbeam-Talbot saloon, metallic blue with beige leather interior, as immaculate as a 1954 model could possibly be, nominal mileage only.

£765!!! 1952 Mark II Sunbeam-Talbot coupe, bronze, red leather, excellent order throughout, hood, tyres, etc., first class.

£575!!! 1950 Mark I Sunbeam-Talbot 90 saloon, authenticated mileage 21,900, the whole car absolutely original in every respect.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; open till 8 p.m. [C1055

EXCHANGE (1950 model) Sunbeam-Talbot 90, H.M.V. radio, 23,000 miles, immaculate condition for 80 similar; back Saturday evening.—128, Motspur Park, New Malden, Surrey. Mal. 1606. [5911

1951 Sunbeam-Talbot 90 saloon, gun-grey with grey leather, H.M.V. radio, excellent condition; £675.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083

1954 (March) Sunbeam Alpine, ivory/red, heater, cockpit cover, genuine 4,000 miles, demonstrator; first £1,000 secures.—Pioneer Garage, Felixstowe 156. [4964

SUNBEAM-TALBOT

£888!!!—1953 Sunbeam-Talbot 90 saloon de luxe, speedometer reading 7,000, whole car absolutely immaculate; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1946 Sunbeam-Talbot 10 saloon, absolutely faultless condition, we sincerely believe this to be the finest example on offer to-day, 3 months' guarantee; £425.

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1952 Sunbeam-Talbot 90 saloon, bronze with red, one owner, 14,000 miles only, quite perfect throughout; trade and part exchanges; enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4468. [C3016

CARTWRIGHT HAMILTON CARS, Ltd., offer 1953 (May) Sunbeam-Talbot 90 Mark 2A drop head coupe, finished in blue, red leather upholstery, fitted H.M.V. radio, heater, radiator blind, Ace Rimbellishers, pass lights, etc., 11,000 miles, one owner, an exceptional car and as new; £895.—282, Kensington High St., W.8. Western 0207. [6041

Sunbeam-Talbot Cars Wanted

ROOTES

DISTRIBUTORS

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned S.-Talbot 90.—5, Brae Court, Kingston Hill, Surrey.—Tulse Hill 2768. [W2037

RICHARDS & CARR buy Sunbeam-Talbot.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

TOP price paid for Sunbeam-Talbot or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

PRIVATE buyer requires 1946/47 Sunbeam-Talbot 10hp drop head coupe.—Andrews, 23, Woodrow Close, Perivale, Middx. [5921

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Sunbeam-Talbots.—Wembley 8691/3903. [W4015

URGENTLY required, 1949-53 Sunbeam-Talbot 80 or 90 saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9974

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot, modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

TALBOT

GATEHOUSE offer—

1938 Talbot 21hp, one owner from new, black, a magnificent specimen, new engine, 7,000 miles only; £345.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

XXX Chipstead Motors, Ltd.—French Talbot.—See our advertisement under "Sports Cars." [C1046

£225 Talbot 10hp sports saloon, 1937, unblemished metallic grey coachwork, excellent chrome, fast and very reliable; terms, exchanges.—D. J. Ketteringham, 375, North Circular Rd., Neasden. Tel. Glad. 7483. [6014

225gns.—Talbot 10, 1938 foursome drop head coupe, black, blue leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4018

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-36, included ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

TRIUMPH

ACRES offer:—

1951 (late) Triumph Renown saloon, black, with light fawn leather upholstery, heater and radio, speedometer reading 19,000 miles, undoubtedly genuine indistinguishable from new; £625; part exchanges welcomed.

ACRES AUTOS, Ltd., 136/138, Streatham Hill, London, S.W.2. Tulse Hill 1909 [C1002a

CAR MART, Ltd.

1952 Triumph Mayflower saloon; £535.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [C1039

RUDDS conditioned

1952 Renown overdrive saloon; £695; terms, exchanges; written guarantee.—Rudd, adjoining Central Station, Worthing 7773/4 [6028

TRIUMPH

AUTOMOBILIA Ltd., offer:

1954 T.R.2 competition specifications, overdrive, wirewheels, just carefully run in, ready for immediate use.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 5891. [C1099

B. J. HUNTER, Ltd., offer:—

1950 Triumph 2000 saloon, fitted radio, heater, most superior condition; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

COLLIVER-FISHER, Ltd., offer:—

£465—1951 Mayflower saloon, black with beige upholstery, heater, an outstanding specimen.—Northwood, Middx. Tel. 777. [3656

MAYFAIR COUNTRY CARS offer:—

1949 Triumph 2000 Roadster, green with red leather, fitted heater, £495.—Below.

1951 Triumph Renown, in excellent condition, H.M.V. radio, and heater; £575.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

HILLS GARAGE, Woodford, offer:—

DEC. 1952 Mayflower saloon, black, fitted heater, one owner from new; payments over two years; ¼ deposit £165.

FEB. 1952 Mayflower saloon, black, one owner since new, 28,000 miles only; payments over two years; ¼ deposit £160.—See page 57. [C2079

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Triumph Mayflower saloon, low mileage, fitted heater, perfect condition throughout; £575.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5 [C2034

1954 T.R.2 Triumph, registered but unused; list price.—Weybridge 600. [C4025

£465—1948 Triumph razor-edge saloon, black, extremely smart; a bargain at £165 down.

£285—1939 model Triumph Dolomite roadster coupe, black, clean condition, faultless running; £95 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3 offer:—

1949 Triumph Roadster 2000, finished metallic blue, red leather, Ace Rimbellishers, new hood, probably the most immaculate specimen available; £565. [C1001

TR2, red, non-overdrive, delivery mileage only, list price.—Welbeck 1150.

1951 Triumph 2000 R/E saloon, maroon, heater; £565.—Hale Motors, Ltd., Tot. 7771-4. [C2076

TR2 2-seater sports, fitted all latest modifications, overdrive, radio, heater, loose covers, tonneau cover, twin spots, taxed, perfect condition.—Ewell 2530. [C1090

£275—Triumph Dolomite 1½-litre sports saloon, 1939, one owner, beautifully kept, good tyres; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1953 (June) Triumph Mayflower saloon, black, heater, 10,000 miles, one careful owner, immaculate; £565.

XL SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

1951 Triumph Renown saloon, new condition; £635.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965. [C1010

1950/51 Renown, mileage 24,399, heater, showroom condition; £565.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

TR.2 Triumph 1954, geranium, leather, heater, tonneau cover, etc., 3,000 only, as new; selling for family reasons.—Box 5646. [5682

1951 Mayflower, maroon/beige, heater, radio, genuine, 8,900 miles only; £525.—Sargeant & Collins, Bromley. Imperial 2242. [5955

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent.

1953 Triumph Mayflower de luxe saloon, blue with blue leather, large heater, one owner, 1,400 miles genuine.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011/1

£395—Triumph razor-edge saloon, 1947, metallic grey, heater, reconditioned engine, taxed December, excellent condition; exchanges, h.p.—Holgate, Kingston 7136. [6022

1951 Renown, immaculate black cellulose, H.M.V. radio, heater, one owner, genuine mileage under 30,000, guaranteed; £650.—Campbell Symonds, Wembley 6262. [C1057

£445—Triumph 1800 razor-edge saloon, grey, 1947, radio, heater, engine overhauled, excellent condition; also 1949 model, black, similar condition; £485; terms, exchanges.—Norrington, Perivale 0530. [5951

79gns.—Triumph Gloria, November 1934, 10hp 4-door sports saloon, leather upholstery, trafficators; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Triumph Renown, black and beige, radio, heater, 17,000 miles genuine, one owner, in exceptional condition, taxed year; £635.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

XXX 1950 (November) Triumph Renown saloon, finished in black and chromium with fawn leather, speedometer reading 19,000 miles, a really beautifully kept one owner car, written guarantee, £565, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFLOWER, good cond., no dealers.—108, Warwick Ave., Edgware. Sto. 6144. [0965/R

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sts. 8000.—Seven Sisters Rd., Tottenham, N.15 [0182/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Triumph Cars Wanted

WANTED 1951-2 Renown, black, low mileage, overdrive preferred.—Elmbridge 9450 [W5072

TOP price paid for Triumph or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

REQUIRED, really good Triumph Roadster.—R. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

SIMPSON'S MOTORS (WEMBLEY), Ltd. The American Car Specialists, urgently require all Triumphs.—Wembley 8691/3903. [W4015

XXX H. F. Edwards offer immediate cash for good Triumph cars.—Details please to: H. F. Edwards, 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2011

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs

TEL, Lankester Engineering Co., Ltd., 79-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0918/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0302/R

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0355/R

REPAIRS, reasonable prices! Parts, gears, (incuding Gloria), reconditioned gear boxes, engines, shock absorbers; quotations free, trade discount; set seat covers from £5/15; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0949

UTILITY CARS

THE UTILITY VEHICLE CENTRE offer:—

A LARGE selection of post- and pre-war Utilecons, estate cars, station wagons, etc., always in stock; enquiries invited.

100 Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). [C4072

DICKS

1951 Austin A40 pick-up, most carefully used; £510.

1940 Hillman 10hp utility, most useful vehicle; £175.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

J. DAVY, Ltd.

NEW Dormobile and Utilabus for early delivery; full specifications on request.—Western 9641. [C1069

WANSTEAD MOTORS, Ltd., offer:—

1952 Standard Vanguard 4-door estate car, black, fitted heater, immaculate condition; £685.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4042

ROWLAND SMITH'S for utility cars.

125 gns.—Jeep (Ford) registered December, 1946, 4-seater natural timber utility, removable rear seating, drop tailboard, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS offer the following estate cars from their stock of 500 vehicles:

STANDARD Vanguard estate car, 1953, 4-door full de luxe series, most immaculate, low mileage specimen; £795.

STANDARD Vanguard estate car 1950, 4-door model used for private pleasure motoring by one owner; £545.

STANDARD Vanguard estate car 1951, similar 4-dr. model to above, one owner, built-in heater, wing mirrors, Tartan seat covers over leather upholstery, immaculate order; £595.

ALVIS 14hp 4-door shooting brake 1947, flush folding rear seats, built-in heater, Windtones, screenwashers, very smart, economical and thoroughly sound throughout; £425.

FORD V.8 shooting brake, post-war conversion on the 22hp chassis, natural timber body, 1947 regn., very good engine and tyres; £195.

HILLMAN Minx Phase V estate car, 1952, purchased direct from local private owner, full history available, genuine low mileage example; £595.

MORRIS shooting brake, Dec., 1936 chassis, 25hp engine, will pull a house; £65.

CAMDEN MOTORS, Leighton Buzzard 2041, write for catalogue, open till 8 p.m. [C1035

1952 A70 shooting brake, excellent condition.—116, Parkway, London, N.W.1. Gul. 4021. [5886

1951 Austin A40 Countryman; £415.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

UTILITIES, Hillman, Ford, Commer from stock.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

BRADFORD utilities for sale, serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

CASS'S MOTOR MART.—1951 Austin A40 Countryman, genuine 26,000 miles, one owner; £510.—5, Warren St., W.1. Euston 4110. [C1040

£398.—Hillman Utility 1949, late low-built model, very attractive, in excellent condition throughout, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube) Exchanges, h.p. [C1017

1939 Ford Prefect utility, factory-built wood body, mechanically and body good throughout, guaranteed; £195.—Kings Motors, 1, High St., Hounslow. Tel. 3523. [C2049

G & M ALFREDS (1936), Ltd.—1951 Austin A40 Countryman, well above average; 1952 Morris Oxford pick-up, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

UTILITY CARS

£495!!!—1951 series Austin A40 Countryman, excellent condition, only one owner, has maintained this vehicle beautifully, absolute bargain; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

BEDFORD Dormobiles by Martin Walter; a few low mileage models in stock.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

STANLEY GOODWIN, Ltd., Worcester Rd., Kidderminster, Tel. 2204-5, offer (quality tested) 1954 (Jan.) Bedford/Kenex, suede green, trafficators, mileage under 4,000, taxed December, one owner; £550. [5617

ESTATE Standard Vanguard, reg. June, 1953, only run 11,600 miles, complete with radio, heater and Underseal, extremely well maintained throughout, exceptional opportunity; £625 cash, deferred or part exchange.—E. J. Baker & Co., Ltd., Dorking 3822. [5702

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

REQUIRED, really good Hillman Minx or Standard Vanguard Estate car.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

POST-WAR estate cars urgently wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

BEDFORD Dormobile by Martin Walter wanted.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

WHY accept less for your utility, estate car or shooting brake when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

VAUXHALL 10

1938 Vauxhall 10, black, red leather, immaculate; £245.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

1940 Vauxhall 10; £265; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£295!!! 1939 Vauxhall 10 sunshine saloon, specially good condition throughout; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1939 Vauxhall 10 black saloon, in good condition, new engine; £245.—Edwards, Tel. Slough 21402. [5674

VAUXHALL 12

1948 Vauxhall 12 sun saloon, fitted heater, unusually well-kept car.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

1939 Vauxhall 12, taxed, leather, radio, heater, Windtones, demister; sound, reliable, economical; £240 o.n.o.; seen Wolverhampton.—Box 6791. [5983

1938 Vauxhall 12hp saloon, nice looking car in good order, any trial; £165 or £55 deposit, balance 18 months; exchanges; insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071

245 gns.—Vauxhall 12, 1939, de luxe saloon, blue, sliding head, blue leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

VAUXHALL 14

£125 deposit.—1948 Vauxhall 14 J type saloon, immaculate condition, bargain; £379.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

£365.—Vauxhall J type saloon, 1947, tip-top condition, appearance and mechanically, very good tyres, choice 2, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5066-7. (50 yds. Eolland Park Tube.) Exchanges, h.p. [C1017

Vauxhall 14 Cars Wanted

VAUXHALL 14 J-type wanted, post war.—Gordon Wooderson, 46a, Drewstead Rd., S.W.16. Streatham 8638. [W4059

VAUXHALL 25

£255!!!—1940 Vauxhall 25 de luxe saloon, spotless bodywork, carefully used, large 6-seater with exceptional economy; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

VAUXHALL WYVERN

ELM AUTOSALES offer:—

1951 Vauxhall Wyvern saloon, immaculate in plush grey, leather interior, 28,000 miles only; £525.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

GLANFIELD LAWRENCE offer:—

1953 (March) Vauxhall Wyvern saloon, grey/red, one owner, heater, 14,000 miles, exceptionally nice throughout; £695.—407, High Rd., N.12. Finchley 9091. [C2053

1951 Vauxhall Wyvern 12hp, one owner, immaculate condition; £495.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C2076

VAUXHALL Wyvern, new style boot, green, heater, good condition.—" Three Ashes," Cadeby, Nuneaton. [5923

1951 (September) Wyvern, black, excellent condition throughout; £435.—Craven, Brixton (London) 2088. [6006

1949 Vauxhall Wyvern, radio, heater, window washers; £485; three months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

PRIDE & CLARKE, Ltd.—1953 Vauxhall Wyvern saloon, grey/red leather, 13,000 miles, heater, £699; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Vauxhall Wyvern Cars Wanted

TOP price paid for Wyvern or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676 [W3016

VAUXHALL VELOX

HPG

1950 Velox, in very good mechanical condition, personal car of one of our directors, moderate mileage, one previous owner, spotless black and chromium, genuine good value at £470 and open to any examination; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7206 or 2031. [C1066

NEWNHAMS, Ltd.

1953 Vauxhall Velox saloon, 13,000 miles, radio; £725.

NEWNHAM HOUSE, 235-7-9, Pammersmith Rd., London, W.6. Riverside 4646. [C5064

H. BEART & Co., Ltd., offer:—

1953 model (registered November, 1952) Velox saloon with heater, radio, screenwashers, floor mats; this car has covered only a small mileage and is virtually like new throughout; £745.—102, London Rd., Kingston-on-Thames. Kin. 3348. [C1061

1951 Velox saloon, black/red upholstery, heater, 26,000 miles; £475.—May, 5242. [C5050

VAUXHALL Velox sal., 1952, mileage 4,000, in new order and cond., taxed; £695.—Hensmans, Ltd., Brentwood 1540. [5765

1949 Vauxhall Velox, one owner, wireless, taxed, in excellent condition; £400.—Haskins, Ledbroke 1155. [C3027

£595.—1952 Velox, black, one owner, heater, taxed year.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C5011

1954 Vauxhall Velox saloon, radio, loose covers, etc., 4,000 miles; £850.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965. [C1010

1951 Vauxhall Velox saloon, honey beige, fitted heater, genuine bargain; £445.—Keith's Motor Company, Ltd., 141, Green Lanes, Palmers Green, N.13. 5100. [C2060

ARCHIE SIMONS & Co., Ltd.—1951 Vauxhall Velox saloon, green, upholstery to match, fitted heater, nominal mileage, immaculate condition; £495.—94, Gt. Portland St., W.1. Van. 1345. [C4013

PRIDE & CLARKE, Ltd.—1953 Vauxhall Velox saloon, green/green leather, 8,000 miles, heater, £749; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

5000 miles.—1953 Vauxhall Velox, steel grey/red, radio, heater, anti-thief device, as new; £775.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

1952 (Oct.) Vauxhall Velox saloon, cream, one owner, sliding roof fitted when new at a cost of over £50, radio and heater; £625.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C2019

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition, throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R

HAMILTON MOTORS (LONDON), Ltd., 466/490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1950 Vauxhall Velox, black, brown interior, heater fitted, mechanically sound; £495.

1950 Vauxhall Wyvern, black, brown upholstery, heater, radio fitted, completely recellulosed; £495.

1948 Vauxhall Velox, black, brown upholstery, tyres good all round, body in good condition; £425.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2082

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6432-5.—Gregory's, of Uxbridge. [0029/R

GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Depots at: Ashton (Ashton 1617), Didsbury (Didsbury 3446), Manchester (Blackfriars 9887), Stretford (Trafford 3311), Wilmslow (Wil. 4932). [0285/R

Vauxhall Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

VAUXHALL cars, post-war models, urgently required.—Golly's Garage Ltd., Earls Court Rd., S.W.5. Fremantle 6373.

7-SEATER private 1937/38/39 Limousines required, cash waiting.—Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

VAUXHALL Buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station N.2. Tudor 2301-2. [W3018

XXX H. F. Edwards offer immediate cash for good Vauxhall cars.—Details please to: H. F. Edwards, 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

Vauxhall Miscellaneous Cars Wanted

TOP price paid for Velox or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676 [W3016

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Vauxhalls.—Wembley 8691/3903. [W4015

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

KJ MOTORS, Ltd., spares, accessories, reconditioned units, Perkins diesels.—Bromley, Rav. 3456. [0393

RECONDITIONED gear boxes, suspension units in stock; old units accepted in part exchange; also most other parts for all models DX, HI, J, JCV, Velox and Wyvern; enquiries invited.—Trianon, Aerodrome Rd., N.W.4. Hendon 7605/6. [4482

VETERAN CARS

WELHAM, Veteran Car Specialists, buy and sell pre-1915.—Surbiton Hill Rd., Surbiton. Elmbridge 1675 [C4070

1903 7hp Panhard, 2-seater, just restored and really sound, date verified; £235.—Garratt-Adams, Elmdon Grange, Birmingham, 26. [5914

1904 Tony Huber 2-cyl. 4-seater, excellent mechanical condition, body similar; £300 (near offer).—Burchell, 6, Meadow Way, Chigwell, Essex. [5877

VINTAGE CARS

1921 Crossley tourer, excellent condition, taxed, £100.—Tel. Foo. 4375. [6011

1928 Lanchester 21hp tourer, sound, running order, excellent condition.—Euston 4110. [C1040

1923 12hp Enfield-Allday, believed now unique, original polished aluminium 2-seater, sound running order good tyres, but not showroom condition, cruises 50 m.p.h.; to good home only; £48.—Garratt-Adams, Elmdon Grange, Birmingham, 26. [5913

VOLKSWAGEN

C

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen people, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises; open for reception weekends; new, used and reconditioned cars available. Tel. Ripley 2361. [0373/R

1954 de luxe, black, 1,192cc, few weeks old, 780 miles; nearest list, exchange.—29, Pinetree Ave., Leicester 66007.

PERFORMANCE CARS, official Volkswagen agents; new and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

VOLKSWAGEN 1948, reconditioned engine, overhauled, 45 mpg, excellent condition; offers.—3, Sunningdale Rd., Huddersfield. 6236. [5834

1953 (Nov.) Volkswagen, black, 7,000 miles, small engine, as new; £599.—The Service Garages, 85, East Hill, Colchester, Essex. Colchester 2772. [5953

1954 low mileage de luxe saloons in stock for immediate delivery, also one Microbus.—Ralph Beard (Volkswagen Specialists), East St., Farnham, Surrey. Tel. day or night 5494. [C1092

V & F MONACO MOTORS, the only Volkswagen specialists 'n London, offer you their unique experience obtained in four years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagen and handle no other type of car.—Below.

V & F MONACO MOTORS.—1953 (November) de luxe sunshine roof saloon, 7,000 miles, green; £660.

V & F MONACO MOTORS.—1953 (October) de luxe saloon, 11,000 miles, green; £615.

V & F MONACO MOTORS.—1947 Standard saloon, blue; £250.

V & F MONACO MOTORS.—1947 Standard saloon, black; £225.

V & F Large selection of used Volkswagens always available.—Below.

V & F MONACO MOTORS, Astwood Mews, Courtfield Rd., S.W.7 Fro. 4414. [0642/R

Volkswagen Cars Wanted

RICHARDS & CARR buy Volkswagen.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

PERFORMANCE CARS urgently require Volkswagen. —Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

REQUIRED, really good Volkswagen.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

V & F MONACO MOTORS.—The Volkswagen buyers.—Astwood Mews, Courtfield Rd., S.W.7. Fro. 4414. [0300/R

Volkswagen Spares and Service

V

V W MOTORS, Ltd.

GENUINE spare parts may now be obtained from sole concessionaires.—79-85, Davies St. (entrance in Weighhouse St.) Tel. May. 6718 [0647

C

COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares, 24-hour postal service; all repairs and service.—Tel. Ripley 2361. [0995/R

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R

Volkswagen Spares and Service

REPAIRS, reasonable prices! Spares; set seat covers, £8; chrome wheel embellishers, £1 each; luggage rack, £4/7/6; twin lamp and badge bar, £2/15; exhaust deflector, £12/-; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0044

WOLSELEY

E

EUSTACE WATKINS, Ltd., the sole London distributors

1953 Wolseley 6/80 saloon, black, 19,000 miles, carefully used, one owner; £750.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3. (Flaxman 8181). [C4046

HAROLD SIMONS, Ltd., offer:—

1952-53 Wolseley 6/80 saloon, 17,000 miles, black, brown leather, heater, in 1954 condition (no exaggeration!), one owner; £635, 3 months' written guarantee, free service after sale, deferred, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular crossing, 3 minutes trolleybus "East Finchley Tube). Finchley 0052-3-4. [C4065

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Wolseley 6/80 saloon, one owner, taxed year, 13,000 miles only, absolutely unmarked and as new; £650.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5

WOLSELEY 12 sal., '36, ex. con.; £130.—Suncrest, Cunningham Rd., Banstead. [5925

1947 Wolseley 8 saloon, green with brown interior, excellent condition; £395.—Below.

1952 Wolseley 6/80 saloon, grey, green interior, seat covers, 18,000 miles; £685.—Robbins, East Putney. Tel. 7881. [C3010

1951 Wolseley 6/80 saloon, green, heater, new tyres, taxed; £525.

1950 Wolseley 4/50 saloon, black, radio and heater; £525.—Hale Motors, Ltd. Tot. 7771-4. [C2076

1952 Wolseley 6/80, one owner, radio, heater, excellent condition; £595.—Ashford 2523. [5808

£495!!!—1950/1 Wolseley 6/80 de luxe saloon, beautiful spotless condition, only 2 owners.—Below.

£395!!!—1948 Wolseley 14 de luxe saloon, bodywork like brand new, whole car specimen condition; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0063/R

£175.—1938 Wolseley 18 saloon, good order, tow bar, new tyres.—6, Pritchatts Rd., Birmingham 15. [5692

1950 Wolseley 4/50; £525.—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 8588. [C2062

1937 Wolseley 14, grey and blue saloon, good condition; £225.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

£695.—1953 (November) Wolseley 6/80 saloon, grey/grey upholstery, recorded mileage 8,000, fitted heater, radio, as new throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1954 (April) Wolseley 4/44, mileage 3,000, demonstrator, extras; £840.—Cranmore, Ltd., Tel. 2040 Potters Bar. [C1062

1952 Wolseley 4/50 12hp saloon, low mileage, one owner, green with green leather interior, indistinguishable from new; £675.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C2076

1950 Wolseley 4/50 saloon, radio, heater, almost as new; £550.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 8104. [C4053

WOLSELEY 6/80, 1950, perfect condition, one owner, radio, heater, etc.—Trueta, Overmead, Jack Straws Lane, Oxford. [5698

1954 Wolseley 6/80 saloon, metallic green, H.M.V. radio, genuine 5,000 miles only, guaranteed; £850.—Campbell Symonds, Wembley 6262. [C1037

£265.—Recently completely reconditioned 14hp de luxe, exceptional order, 1937, year's insurance included, private sale, ill-health.—Tel. Hampstead 6947. [5860

1952 Wolseley 6/80 saloon, 21,000 miles only, excellent condition, one owner; £595.—Saul & Slatter, Ltd., 44-46, Aldermans Hill, N.13. Tel. Palmers Green 3631-2-3. [C4002

1952 (Aug.) 6/80 saloon, one owner, radio, many extras, exceptional condition; £625 or nearest.—Barnsley, 56, Wychwood Ave., Knowle, Birmingham. Kno. 2674. [5690

1951 Wolseley 6/80 saloon, 19,000 miles only; £535.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2 (ad). Leicester Square Tube Station). Temple Bar 3588 [C1027

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction) offer a selection of Wolseley 6/80s with a written guarantee plus two free after-sales service vouchers.—Battersea 2252. [C3022

195gns.—Wolseley 14/60, 1939 model de luxe saloon, dark blue, sliding head, blue leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

XXX Really outstanding 1949 (October) Wolseley 6/80 saloon, finished in black cellulose with brown leather, heater, particularly attractive and well maintained car with guarantee; £465, terms, exchanges.—H. F. Edwards, 172/4, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101 [C2002

Wolseley 4/50 Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Wolseley Cars Wanted

R

S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-PASSENGER good condition 1939/1949 Limousines required.—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006

THE CAR MART, Ltd., London, wish to purchase Wolseley cars.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0721/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Specialists, urgently require all Wolseleys.—Wembley 8691/3903. [W4015

XXX H. F. Edwards offer immediate cash for good Wolseley cars.—Details please to: 200, Great Portland St., London, W.1. Tel.: Langham 0012. [W2005

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R

R HARDY & SON, 55, Marylebone High St., W.1. (Welbeck 1101).—Service, repairs and spare parts for all 1937 to 1954 models only [0317/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0525

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3. (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines.

REPAIRS, reasonable prices! Parts, gears (incuding N.F.), set seat covers from £5/15; reconditioned gear boxes, engines, shock absorbers; quotations free; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0977

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, the hire purchase specialists.

HERE are 5 cast-iron reasons why everybody's going

KILBURN WAY:—

1. 200 used cars under £400 always available.
2. We can quote the most competitive prices obtainable because of our huge turnover.
3. Unequalled hire purchase terms.
4. Satisfactory exchange prices on your car, 3-wheeler or motor cycle.
5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [0629/R

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 300 years. [C3010/R

WEST LONDON MOTOR MART offer a large selection of vehicles mostly under £150, deposit from £25; immediate hire-purchase and insurance facilities. WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Midx. Ealing 8842. [C5041

MAKIN & HARRISON OF CHISWICK.—Good selection popular cars; sell or exchange your present car, motor cycle or combination.—492-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.). [C3071

Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

IF you wish to sell your car for cash, write, 'phone or call.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

WANTED.—Serviceman returning overseas requires A40 Somerset or SM1500; immediate cash.—Offers to Box 6516. [5385

GOOD saloon or tourer wanted immediately, cash waiting.—135, High St. South, E.6. Grangewood 2530. [W4032

PRIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write, call or 'phone Bri. 1791, Stockwell Rd., S.W.9. [0740/R

MAKIN & HARRISON OF CHISWICK.—London's top price buyers of good 8 and 10hp popular cars; H.P. a/cs. settled; exchanges.—492-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.). [W2071

MOTOR CYCLES FOR SALE

S A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase, everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. [0341/R

AMBULANCES

NEW and used large selection, from £100 according to equipment.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022

MOTOR HEARSES

£1150 to £2150 complete Hearses. Austin Sheerline 16hp and A70. Humber, Rolls; attention address.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Tel. Richmond 1161. [4654

WOODALL NICHOLSON, Ltd., build the best hearses in the country; second-hand usually in stock; established 1846.—Well Lane, Halifax. Tel. 4231. [0795/R

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

H. A. SAUNDERS, Ltd., Go.ders Green, offer:—

1954 Austin A40 10cwt delivery van in grey priming, over-riders, van passenger seat, heater optional £9 extra; £482/8/9.

1950 Fordson 8hp van; £185.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

A40 van, 1949; £245.—John Woodman, 96a, Burlington Rd., Birmingham, 10. [5992

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RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7555. [0504/R

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KAISER sales, service, spares; sole concessionaires for Great Britain.—Steel Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0309/R

LANCIA

LANCIA.—For catalogues and details apply Lancia (Engand), Ltd., Lancia Works, Alperton, Nr. Wembley, Middx. Tel. Perivale 5656. [0269/R

MERCEDES-BENZ

LONDON.

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; all models available; exchanges and terms.—Mayfair, 42a, South Audley St., W.1. Grosvenor 6881. [N4036

JOHN S. TRUSCOTT, Ltd.

MERCEDES-BENZ.—The World's oldest automobile manufacturers; immediate or early delivery of 6 models, from £1,382 to £5,000; unsurpassed for technical design, sustained high performance with safety and economy comfort, finish and durability; unique maintenance system ensures a minimum of 62,500 miles without major repairs.
TRY our demonstration cars; literature on request; exchanges, deferred terms.
JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz, 173, Westbourne Grove, W.11. Bay. 4274. [N4035

WELWYN SERVICE DEPOT, Ltd.

HERTS, Bucks, Beds, Cambs, Hunts and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. [0161/R

MERCEDES-BENZ distributors for Surrey and Sussex, all models available; write for full details.—Woking Motors (Maybury Hill), Ltd., Woking 1928.

MIDLAND Counties distributors; demonstrations of all models.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. [5398

SWANMORE GARAGE, official distributors, Hants, Dorset, Wilts, Somerset, Devon and Cornwall. Early deliveries all models.—1176-1180, Christchurch Rd., Boscombe, East Bournemouth. Tel. Southbourne 43544-43545. [N4024

DAVIES MOTORS, Ltd., official distributors; current Type 180 demonstration saloon immediately available for sale; other models at short notice, early delivery all models, full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). [N1060

A NEW motoring experience, contact the Scottish distributors for full particulars, latest models in stock.—Inglis Automobiles, Ltd., 68-78, Pitt St., Edinburgh. Tel. 26287. Main agents in the West of Scotland. Jas. H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7698. [0862/R

NEW CARS FOR SALE

M.G.

ROWLAND SMITH'S for M.G.

IMMEDIATE delivery new T.F. sports 2-seater.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

H. BEART & Co., Ltd., offer:—

ONE only, brand new T.F. M.G. 2-str. at current list price, full details on request.—102, London Rd., Kingston-on-Thames. Kin. 3348. [N1081

PRIDE & CLARKE, Ltd.—M.G. agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5.

JACK ROSE, Ltd. (M.G. Agents and Stockists), Stafford Rd., Wallington, Surrey. Wallington 6677. Also High St., Banstead, Surrey. Burgh Heath 36. [N3056

S. G. SMITH (MOTORS), Ltd., for your new M.G. T.F. and Magnette; cars, motor cycles taken in part exchange.—285, Rye Lane, S.E.15. Tel. New Cross 0460. [0629/R

IMMEDIATE delivery, new M.G. T.F. 2-seaters; choice of colours; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5865

IMMEDIATE delivery new M.G. T.F.; list price £780 5.10.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2 (Adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

IMMEDIATE delivery new M.G. T.F. roadsters, choice of colours; terms and highest exchange allowances. —Apply B. J. Williams & Son, Ltd., 113/115, Abbeydale Rd., Sheffield. Tel. 50685. [6000

MORGAN

WM WELBECK MOTORS, Ltd., proudly introduce the wonderful new Morgan; the Autocar road test of May 7th focused world attention on to this amazing new car; fitted with the TR2 engine and with greatly improved appearance and handling qualities, it is (at £830 inclusive) the lowest priced fully equipped over 100 mph model on the market; cars available at our showrooms for inspection and trial, or write for full details and performance figures; delivery is quick and certain; the Morgan has again entered the very top grade of the world's sports cars.

WELBECK MOTORS, Ltd. (officially appointed Morgan agents), 107, Crawford St., London, W.1. (near Baker St. Station). Welbeck 1139 (6 lines). [N4049

PRIDE & CLARKE, Ltd.—Morgan agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

NEW Morgans with TR2 engine if required.—Distributors, The County Garage (M. & H.), Ltd., Lancaster Rd., Morecambe. Tel. 207. [5505

BASIL ROY, Ltd., Morgan distributors; full range on view; see and try Morgan fitted with TR2 engine. —161, Gt. Portland St., W.1. Langham 7733. [0510/R

HUXHAM'S, Ltd., offer immediate delivery of Plus Four 2-seater; £801/10/10; terms and/or exchanges. Penn Hill Garage, Parkstone, Dorset. Tel. Parkstone 2. [5027

MORGAN.—Leicester and Rutland County distributors; most models from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel 60319/20023. [N1059

MORGAN Plus 4, prompt delivery of these cars; spares for same; huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728/R

RAYMOND WAY, the hire purchase specialists, for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 8 six days a week. [0780/R

MORGAN Plus-4 distributors; latest 1954 2-seater with sloping radiator and built-in head lamps for immediate delivery; send s.a.e. for full specification.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

MORRIS

ROWLAND SMITH'S for Morris.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. [N4018 Hampstead 6041.

C. W. J. COLES (CROYDON), Ltd., 18, Blunt Rd., South Croydon. Croydon 0074-5. [5812

WRAY PARK GARAGES for Morris Oxford and Cowley.—Relgate 2263. [5794

PRIDE & CLARKE, Ltd., Morris agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

SURREY MOTORS, Ltd., official Morris retail dealers, fully equipped for service and spares.—High St., Sutton. Vigilant 4444. [1042

LANKESTER ENGINEERING Co., Ltd., officially appointed Morris retailers.—39-43, Eden St., Kingston-on-Thames. Tel. Kin. 3151-4. [0264/R

SMITH & HUNTER, Morris contracting agents; immediate and near delivery; exchanges, deferred terms.—376, Kensington High St., W.14. Western 2512. [N4019

YOU couldn't do better than secure your new Morris Oxford, Cowley or Minor saloon for delivery in rotation; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

MEBES & MEBES, Ltd. (Est. 1895), Morris specialists, offer early delivery of most models, including commercial and utility vehicles.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

ORDERS now being taken for the new Morris Oxford Series II; demonstrations by appointment.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Surrey. Kingston 8104. [N4055

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NASH cars spares and repairs through Nash Concessionaires, Ltd. only.—Nash St. Albany St., N.W.1. Euston 5558/9. [0162/R

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Services and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0882/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7) [0257/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R

PACKARD

SOLE Concessionaires Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0730/R

PEUGEOT

LANCASHIRE.—Distributors for Peugeot cars; early delivery; Sales and Service.

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0515/R

LONDON.—Peugeot sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [0185/R

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0898/R

YORKSHIRE.—Distributors for Peugeot cars; early delivery; sales & service.—Newton of Huddersfield, Automobile Distributors, Huddersfield. Tel. Huddersfield 3311 (3 lines). [0835/R

PONTIAC

PONTIAC. — U.S. Concessionaires, Ltd. Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

PORSCHE

SOLE concessionaires for Great Britain, official service and spares.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011.

RELIANT

PRIDE & CLARKE, Ltd.—Immediate delivery of the Reliant Regal; exchanges, terms.—158, Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

RAYMOND WAY for your Reliant Regal 3-wheeler; immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0778/R

RENAULT

LONDON.—Renault sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126.

NEW 1954 Renault 750 saloon, immediate delivery. Autowork, Ltd., Southgate St., Winchester. Tel Winchester 4965 [N1010

THE famous new Renaults 750cc and 2-litre Fregate saloons.—Distributors The County Garage (M. & H.), Ltd., Lancaster Rd., Morecambe. Tel. 207. [5506

PRIDE & CLARKE, Ltd., Renault agents, immediate delivery; exchanges, terms.—158, Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

RAYMOND WAY for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0777/R

METROPOLIS GARAGES, Ltd., the Renault distributors for sales service and spare parts for all models.—1-31, Maclise Rd. (Olympia), W.14. She. 5385-6-7. [0626/R

RENAULT.—Leicester and Rutland County distributors; 750cc and 2-litre from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/20023. [N1059

YORKSHIRE.—For Renault sales & service; early delivery of the 750cc saloon and the 2-litre Fregate model.—Newton of Huddersfield, Automobile Distributors, Huddersfield. Tel. Huddersfield 3311 (3 lines). [0836/R

AUTO SALES (LONDON), Ltd., are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mal. 5555. [0110/R

RILEY

NEW Rileys from Stock.

RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2952-5-4. [N5052

H. BEART & Co., Ltd., offer:—

NEW Riley 1½-litre saloon for immediate delivery; list price; full details on request.—102, London Rd., Kingston-on-Thames. Kingston 3348. [N1081

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

1½-litre, delivery ex stock; one only.—Montrose Motors, Wembley 2656. [0765/R

JOHN S. TRUSCOTT, Ltd., official Riley retailers. —173, Westbourne Grove, W.11. Bay 4274 [N4035

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0530/R

PRIDE & CLARKE, Ltd.—Riley agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

ONE new 1½-litre saloon, finished metallic blue, immediate delivery.—Halfpenny's Garages, Sunningdale. Ascot 319. [5822

CLARKE & SIMPSON, Ltd., Riley sales and service, offer immediate delivery of 1½-litre in all standard colours; special colours 7 days.

49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. [N1048

NEW Rileys.—Try Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

HUXHAM'S, Ltd., offer immediate delivery of new 1½ saloon; £1,205/5/10; terms and/or exchanges.—Penn Hill Garage, Parkstone, Dorset. Tel. Parkstone 2. [5028

ALPE & SAUNDERS Ltd., Agents for Rileys, offer immediate delivery 1½-litre Saloon, grey, with tan leather. Providence Court, North Audley Street. Mayfair 2941. [N1006

RILEY

IMMEDIATE delivery new 1½-litre Riley saloon; list price £1,205/5/10.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. (Adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

ROLLS-ROYCE

CAR MART, Ltd.

NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial. CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3454. [N1039/R

DAVID ROSENFIELD, Ltd.,

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2.

'PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8. Tel. Blackfriars 2302. [0561/R

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0520/R

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

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H. HENLY'S, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

ROVER.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R

DORKING MOTOR Co., Ltd., main dealers, Rover 60, 75 and 90.—Dorking 2256. [N1098

KJ MOTORS, Ltd., N.W. Kent's leading Rover main dealers.—Bromley Rav. 3456. [0287/R

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

BEXHILL.—F. Dodson, Ltd., Rover distributors. Sackville Garage, Middlesex Rd. Tel. 2582/3. [0951/R

STEARNS & Co. (CAR SALES), Ltd., 254, Brompton Rd., S.W.3. Ken 0081. Sales and service. [4951

CROYDON Main Agents, Leathwood's Garages, Ltd., 20, St. James's Rd., Croydon. Tho. 1222. [0063/R

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0912/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 1-5 Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 8822. [0140

SIMCA

LONDON, W.1

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2 [N3040

FIAT (ENGLAND), Ltd.,

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires.

IN Great Britain and Northern Ireland for Simca spares and service. Distributors and Dealers throughout the country. [0665/R

WEST Kent Area Dealers, Mabon's Garage, Ltd., Cranbrook 2252. Enquiries welcomed. [0167/R

SPURLING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford, Lower High St., Watford. Tel. Watford 4491. [0582/R

NEW Simcas, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2252/3.

PRIDE & CLARKE, Ltd., Simca main agents; immediate delivery; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca; demonstration car available, early delivery.—9, Albemarle St., W.1. Grosvenor 5551. [N1018

DAVIES MOTORS, Ltd., official distributors, current demonstration car available; immediate deliveries; full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). [N1080

THIS is an invitation worth bearing in mind: whenever you come to town give us a look up and enjoy a drive in the new Simca Aronde, it rides like a bit of silk, it responds well to your skilful driving and you can get 35mpg. too; your present car accepted in part payment at its current market value and credit facilities confidentially arranged.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

NEW CARS FOR SALE

SIMCA

A NEW Aronde saloon or chatelaine station wagon and a good allowance for your old vehicle from Tarrant & Frazer, service, export, U.S. Forces, foreign visitors, diplomatic corps supplied free of duties.—10, Winchester Mews, N.W.3. Primrose 6159. [0046

SINGER

THE Singer agents offer immediate delivery of all the 1954 models; demontrations, exchanges; deferred payments.
AUTOMENDERS, Ltd., Lowther Garage, London, S.W.13. Riverside 6496. [0757/R

STANDARD

ROWLAND SMITH'S for Standard.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.,

OFFER early delivery with service on the spot, day and night garage.
BERKELEY Square, London, W.1. Gro. 4343. [0840/R

K J MOTORS, Ltd.—Renown, TR2, Vanguard models, early delivery.—Bromley, Rav. 3456. [0220

JACK ROSE, Ltd., Standard and Triumph Agents, High St., Banstead, Surrey. Burgh Heath 36. [N3056

NEW Standard 8.—Try Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

ERSKINE, Woking, for most Standard cars; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd., Tel. Woking 330. [N2051

JOHN S. TRUSCOTT, Ltd., official retailers; early delivery Vanguard and 8hp models.—175, Westbourne Grove, W.11. Bay. 4274 [N4035

BEVERLEY MOTORS, Coombe Rd., New Malden.—New Standard Vanguard list price; immediate delivery. Malden 3232/3. [3584

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0913/R

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 105, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R

VANGUARD and Triumph.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3016

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6086.—Standard and Triumph, Main Distributors in areas of Surrey and Kent. [0026/R

PRIDE & CLARKE, Ltd.—Exchange your car now for a new Standard Vanguard; immediate delivery; terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

HUXHAM'S, Ltd., offer immediate delivery of new Vanguard, fitted heater; £805/1/8; terms and/or exchanges.—Penn Hill Garage, Parkstone, Dorset. Tel. Parkstone 2. [5029

YOU couldn't do better than secure your new Standard 8 or Vanguard saloon for early delivery; current market value for your present car subject to inspection.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [N2008

MAGDALEN MOTORS, Ltd., offer for immediate delivery Vanguard Phase 2 and early delivery Standard 8; terms and exchanges.—311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573 and 7879. [N3005

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Phase II Vanguard saloons, choice of colour; diesel engine saloon on view; dem. available.—Lankester Engineering Co., Ltd., 39-45, Eden St., Kingston. Tel. Kin. 3151-4. [0402/R

MEBES & MEBES, Ltd. (Est. 1893), Standard specialists, offer early delivery of Vanguard—Phase II and 8hp models, rotational delivery of 10hp and sports models.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040 [3012

IMMEDIATE delivery new Standard Vanguard estate car, radio and heater; list price £953/2/6.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2 (Adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gul. 4141. [0091/R

SUNBEAM-TALBOT

HENDON CENTRAL GARAGE, Ltd., offer:—
IMMEDIATE delivery new Sunbeam-Talbot Alpine, finished in Alpine mist.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 6084-5. [N2034

NEW Sunbeam Alpines, finished ivory with special bright red upholstery.—Brow Brothers, Ltd., 155, Old Brompton Rd., S.W.7. Fremantle 3333. [N1085

COUPE available from stock; saloon anticipated delivery time 6 weeks.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [5797

CATTERMOLES (GARAGES), Ltd., the Sunbeam-Talbot specialists, offer for immediate delivery one only Sunbeam-Talbot convertible in Alpine mist grey with black hood; £1,212/12/7, ex works.
79-89, Pentonville Rd., nr. King's Cross Station, N.1. Ter. 1001. [0405/R

IMMEDIATE delivery new Sunbeam-Talbot saloons; choice of colours; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5866

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4600/4632. [0869/R

TRIUMPH

ROWLAND SMITH'S for Triumph.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot; day and night garage.
BERKELEY Sq., London, W.1 Gro. 4343. [0856/R

PRIDE & CLARKE, Ltd.—Triumph agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

NEW Triumph T.R.2 Roadster, overdrive, B.R.G.; list price.—Brown's Garage, Loughton (Essex) 6262. (Tube). [N1054

EARLY delivery or T.R.2; demonstration model available.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6086.—Standard and Triumph, Main Distributors in areas of Surrey and Kent. [0493/R

LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloons, choice of colour.—39-45, Eden St., Kingston. Tel. Kin 3151-4. [0693/R

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—
4-6, Berkeley Sq., W.1. Grosvenor 4328.
PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

K J MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley, Rav. 3456. [0221/R

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; easy deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original specialists and main distributors; full service facilities.—Tel. Ripley 2361. [0017/R

SUSSEX distributors, Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34057-8. [0190/R

CROYDON.—H. Harmer Car Sales, Ltd., Area Dealers, 444/8, Brighton Rd., South Croydon. Croydon 6225, Uplands 8629. [0127/R

EUROPEAN CARS, Ltd., distributors for London Western districts, early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.
129-131, Old Brompton Rd., S.W.7. Fre. 7722. [0900/R

AT your service in South Yorkshire and North Derbyshire.—Distributors, J. Glider & Co., Ltd., Cambridge St., Sheffield. Tel. 26358/9. [0125/R

DAVIES MOTORS, Ltd., official distributors; current demonstration car available; early deliveries, full service and spares facilities.—275, London Rd., Staines. Tel. 4211 (5 lines). [N1080

VOLKSWAGEN

YORKSHIRE county distributors can offer early deliveries all models; full spares and service facilities available.—Moortown Garage, Ltd., 398, Harrogate Rd., Leeds, 7. Tel. 685131 (2 lines). [0723/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer early delivery of de luxe saloons, 8-seater Microbus and 15cwt van with double doors on one side. [N1001

PRIDE & CLARKE, Ltd., South London distributors.—Early delivery of all models; choice of colour; demonstrations; exchanges, terms; "by return" spares service.—158, Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

WILLIAM ARNOLD, Ltd., Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available.—Upper Brook St., Manchester, 13. Tel. Ardwick 4261-7. [0519/R

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C. W. J. COLES (CROYDON), Ltd., 18, Blunt Rd., South Croydon. Croydon 0074-5. [5813

PRIDE & CLARKE, Ltd.—Wolseley agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

IMMEDIATE delivery new Wolseley 4/44; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5867

R. C. WIMBUSH, Ltd., Wolseley stockists, 6/80 available; part exchange, H.P. facilities.—312, Earls Court Rd., S.W.5. Fremantle 6401. [N4056

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SMITH & HUNTER for self-drive; inclusive winter rates.—3/6, Kensington High St., W.14. Wes. 6417. [0458/R

IRELAND Self Drive.—Ryans, 33, Upper O'Connell St., Dublin. 7., Crofton Ave., Dun Loaghaire. [0877/R

IVOR HILL, Ltd.—1954 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5686 [0380/R

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SELF-DRIVE post-war Morris, Austin A40, Morris Minor.—Rons (Car Hire), Ltd., 5, Choumert Rd., Peckham, S.E.15. New Cross 2103. [7576

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

WIMBLEDON CAR HIRE. Self-drive Specialists, 1952-54 Austin A30s, A40s and A70s; competitive rates.—Mansel Rd., S.W.19. Wim 3834. [0811/R

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SPECIAL telescopic conversion for Austin Cambridge; 45/- per unit complete. [0496/R
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TELAFLO telescopic dampers are the latest advancement in suspension control.
EFFICIENT control maintained at low and high speeds.
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WE are equipped to give "over-the-counter" service which includes complete rebushing of your linkage for dampers to fit most cars.
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WE specialise in supplying dampers and special linkage for foreign and "non-standard" cars; full discount to the trade. [0153/R

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SATISFACTION assured or money refunded under maker's full guarantee; many unsolicited testimonials; thousands sold and exported all over the world; save by purchasing direct.
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5000 guaranteed remould tyres: 500×19, 61/6; 500×18, 60/6; 500×16, 55/3; 500×17 59/3; 550×16, 67/3; 550×18, 73/3; 600×16, 78/3; all other sizes available, remould or new; guaranteed sound inner tubes 8/- each; immediate despatch carriage forward; satisfaction guaranteed or money refunded.—W. Machent & Son, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0224/R

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BUSINESS AND PROPERTY

(See also page 94)

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SOUTH Coast Town.—Central position, 3 petrol pumps, showroom, well-equipped workshop, approx. 2,000 sq ft, with modern maisonette over, turnover in excess £20,000 p.a., good mortgage obtainable; price £7,250, plant, equipment, s.a.v. (B/915).—Below.

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NORTH WEST KENT.—Petrol filling station occupying a commanding position on the main London/Maidstone Road, greasing bay, workshop and bungalow, capable of excellent petrol sales; to be let on lease for a term of 21 years; offers invited.—For further particulars apply Garage Dept., Goddard & Smith, 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (20 lines). [5747

EXCEPTIONALLY well-known, widely advertised car sales company trading in Rolls-Royce and Bentley cars, with distributorship of very high-class Continental make over large territory, is for sale by owner, now over 50, premises with 42ft frontage to main London road in large south coast town; £6,000 is required for goodwill, stock, plant and equipment at valuation; rental £650 p.a. over 21 years lease, or would sell freehold.—Box 6573. [M4024

WALSALL (near).—Fully equipped, old-established garage and petrol filling station, main Lichfield-Walsall road; comprising showrooms, repair garages, stock rooms, large residence, Morris stocking agency; turnover £20,000-£25,000 p.a. gross; possession; price £9,000, which includes freehold property, all equipment, plus s.a.v.—Further particulars from Teall, Wood & Co., Estate Agents, 32, Ludgate Hill, Birmingham 3. Central 2821. [5371

OWNER contemplating retirement overseas would consider disposal of old-established freehold garage business, on main road, in excellent residential locality of Thames Valley, within 20 miles of London, valuable car agencies and sales record, remunerative stock controlled stores, consistent repair business of best class, petrol (not evening or week-ends) 50,000 per annum; two nice houses on site, available land for extension; turnover £75,000, yields excellent profits; consider £25,000 plus certain equipment; s.a.v.—Box 6688. [5755

COUNTRY filling station, 6 electric pumps, 40,000 gallons annually, without agency and no credit accounts, all equipment, charming modern residence attached, together with high-class cafe, fully equipped, good living accommodation, also detached bungalow, 3 bedrooms, lounge/dining room and kitchenette, fully furnished, orchards, large greenhouse, poultry and houses. Allen mower, motor mower, etc., established 33 years, situated main road Leicester to London and North (A46); owners retiring; ideal family business, ample scope for development; freehold £10,500.—Apply, J. T. Musser & Son, Solicitors, 4, St. Peter's Church Walk, Nottingham. No agents. [5943

Business & Property Wanted

FILLING Station, any area 100 miles London, main road and house if possible; cash available £6,000.—Box 6751.

NORMAN MASON & Co., Business Brokers, 10, St. Mark's Hill, Surbiton (Elmbridge 4569), require for numerous substantial applicants to purchase this summer garages/filling stations in Surrey and Sussex. [6034

ACCOMMODATION wanted in London garage or filling station for car sales.—Craven, 25, Brixton Hill, S.W.2. Brixton 4285. [6007

GARAGE filling station required, petrol sales about 60,000 gallons per annum, not North of London or London area, preferably West Sussex or Hants; this is not an agent's advertisement but a genuine enquiry.—Box 6506. [C5011

WANTED, April, 1955, garage/filling station in market town east of Reading, south of Birmingham; cash up to £8,000; reply soonest as advertiser shortly returning overseas temporarily; no agents.—Box 6727. [5772

PETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey, Tel. Vigilant 1171-2, urgently require garages, filling stations throughout England for waiting applicants; full market value obtained for genuine concerns; personal inspection of all propositions offered distance no object. [7150

BUSINESS OPPORTUNITY

DEALERS require permanent source of disposal for older part exchange cars and commercial vehicles in £20-£150 category; suggestions for a working basis invited from reputable members of the trade.—Box 6408. [4973

CHARTERED Engineer desires contact manufacturers regarding production and marketing of battery terminals device (patent applied for), capstan or automatic work; market research favourable.—Details, Box 6786. [5978

PETER LONG & PARTNERS.—Agents and valuers to the motor trade, Lion House, Richmond, Surrey. Tel. Richmond 5651-2, require immediately for genuine applicants, filling stations and garages throughout the United Kingdom; owners assured of confidential and private transactions.—Garage Sales Dept., M.I.M.E., A.M.I.E., Peter Long & Partners. [M2078

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order, 1952.

EXPERIENCED motor salesman required.—Apply, John Campbell Motors, Ltd., 50, Stoke Newington Rd., N.16 [C1036

WANTED, experienced Ford store keeper.—Apply, Manager, Coombs Service Station, By-Pass Rd., Guildford, Surrey. [5945

WANTED, an experienced Ford storekeeper.—Verulam Motor Co., Ltd., London Rd., St. Albans. [4923

FITTER wanted; only first-class men need apply in writing to Beverley Motors, Coombe Rd., New Malden, Surrey. [2140

WORKING foreman fitter for small engineering works; diesel-petrol; state salary; good conditions for right man.—Apply Box 6645. [5695

CAR salesman wanted by popular car distributor; salary and commission; apply with full details in confidence to—Box 6662. [5706

SOUTH coast distributor of medium weight vehicles requires salesman; successful applicant must be enthusiastic, and will be paid salary and commission.—Box 6665. [5707

WORKS foreman for main Ford dealers; fully experienced in modern Ford works procedure; permanency; good salary; house shortly available.—Bennett's Motor Works, Ltd., Letchworth, Herts. [5713

MOTOR mechanics wanted for high-class work on Austin cars; fully skilled men apply to—Works Manager, Wimbledon Motor Works, Ltd., 29, High St., Wimbledon, S.W.19. [5709

SKILLED Motor Mechanics required by West London motor agents; 44-hour week.—Apply Service Manager, R.D.M. & Cherrington, Ltd., 41-42, Hays Mews, Berkeley Square, W.1. Gro. 2563. [5851

APPLICATIONS invited from freelance representatives with established connections amongst garages and fleet-owners to handle new repair services for which there is no competition.—Apply Box 2360. [4269

THE CAR COLLECTION Co., Ltd., require experienced men and women drivers resident in London, Birmingham, Coventry, Luton or Oxford.—Apply in writing to local depot or 7, Kendall Place, Baker St., W.1. [5788

KEEN young man (National Service completed) required as trainee car salesman by old-established garage situated London, E.1; experience not essential; excellent prospects.—Write Sales Manager, Box 6667. [5712

SALESMAN with good knowledge new and used car and commercial vehicles, outside selling interested building up good permanent position with North Eastern Coastal Distributors.—Details of experience and previous earnings: Box 6522. [5399

WANTED, capable working foreman for a motor workshop in a large town in British East Africa, must have full mechanical knowledge and practical experience of at least 20 years of good-class work, good prospects for a first-class man.—Box 6170. [4344

MOTOR mechanics required, must be fully qualified; Vauxhall/Bedford experience an advantage; good wages and bonus, good working conditions, pension scheme.—Gregory's of Uxbridge, Ltd., 53, High St., Uxbridge. Tel. Uxbridge 6432. [5375

SPECIFICATION Clerk, experienced compiling specifications from drawings, preferably in the automobile industry; the offices are situated on the outskirts of Birmingham.—Please apply with particulars of previous employment to Box 6629. [5656

FIRM of motor traders require part-time representative in London and Home Counties area, commission rates fixed by mutual agreement; applications can only be considered from those not employed in the trade on a full-time basis.—Box 6407. [4972

HARRY FERGUSON RESEARCH, Ltd., Coventry, require design draughtsmen (automobile) with engine and/or chassis experience for interesting work on new project; good salaries and prospects for suitable men; please apply in writing. [5714

EXPERIENCED motor car buyers required by large S.W. London company; permanent position with excellent prospects of high income on salary and commission basis; car provided; write giving details of age, experience, earnings, etc.—Box 6743. [M3068

AN experienced used car sales manager required by large firm of car and commercial vehicle distributors in Suffolk; good salary and commission, excellent prospects.—Applications to Sales Director, Egertons (Ipswich), Ltd., Crown St., Ipswich. [5879

MOTOR car salesmen required by leading S.W. London agents; permanent position offering excellent prospects to persons able to earn four-figure income on salary and commission basis; write with full details including past posts and experience.—Box 6744 [M3068

FACTORY manager.—Established British company in S. India have vacancy for factory manager in tyre retreading organization; sound knowledge of production technique and modern selling methods essential.—Write with full particulars to Box R.171, c/o Streets, 110, Old Broad St., E.C.2. [5755

SITUATIONS VACANT

WANTED, free-lance representative calling on factors, coachbuilders and garages in Staffordshire, Shropshire, Warwickshire, Worcestershire and Herefordshire, to carry an established line of motor accessories on a commission basis.—Box No. 455, c/o Geo. Murray (Advt.), Ltd., Brettenham Ese., Lancaster Pl., London, W.C.2. [5944

MOTOR vehicle electrician, wanted in South London area for car and commercial vehicle electrical repairs; able to diagnose wiring and component faults; use of Crypton test equipment; undertake battery repairs and initial charging expertly; excellent position for right man; write giving full particulars of age and remuneration required.—Box 6666. [5711

RECEPTIONIST (male) required for Kennings Car Valeting Dept. at Sheffield; applications will only be considered from capable drivers with thorough mechanical knowledge and good educational standard; smart appearance essential, in the first instance write giving full details including past experience to—Mr. Fearnley, Kennings, Ltd., Leadmill Rd., Sheffield, 1. [5715

MOTOR vehicle tester South London area, wanted for car and commercial vehicle road test; first-class man able to diagnose; experience of diesels an advantage; use of Crypton test equipment; able to make customer contact and willing to assist generally in busy service station; write giving full particulars of experience, age and remuneration expected.—Box 6665. [5710

REPRESENTATIVES with established connection with wholesalers, dealers and garages required by substantial manufacturer to handle accessories in Great Britain and Northern Ireland; age not to exceed 45 (pension scheme) and should have good education and technical knowledge of motor car electrical engineering; remuneration is salary and commission, with reasonable expenses (must be car owner); applications, which will be treated as confidential, to state age, qualifications and experience in full.—Box 6664. [5709

SITUATIONS WANTED

CAR salesman req. sit., used to quick trade, smart appearance, residing Edgware.—Mil. 5591. [6055

ROLLS and Bentley tester and engineer seeks situation with good living accommodation.—Box 6792. [5994

EXPERIENCED Ford engineer, aged 29 years, seeks progressive position, main dealership, East Anglia.—Box 6802. [5994

YOUNG man, 22, seeks position where sound mechanical knowledge and driving experience are required.—Box 6680. [5745

SALESMAN, experienced buying, used to working on own initiative, good mechanical knowledge; London area.—Box 6729. [5774

SKILLED mechanic aged 32, married, seeks progressive situation, experienced general repairs, inspections, testing; any region, accommodation essential.—Box 6728. [5773

RETIRING public servant, age 45, good education, good health, seeks employment motor trade established concern, any capacity; nominal salary to prove worth; later to take financial interest up to £10,000 if required.—Box 6694. [5756

BOOKS, ETC.

THE Motorist's Postal Bookseller.—List from L. A. Schofield, Peter St., Yeovil, Som. [8042

SCOTLAND'S Western Seaboard by G. Douglas Bolton, a descriptive journey by car from the Solway to Cape Wrath, 84 magnificent photographs by the author, obtainable from all booksellers; 18/- net. [5769

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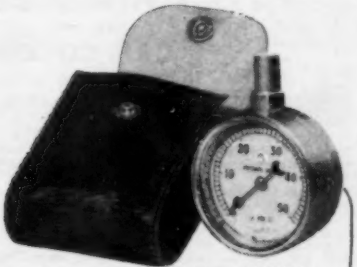

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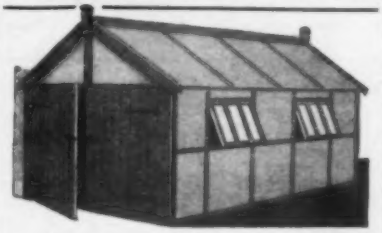

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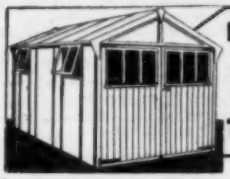

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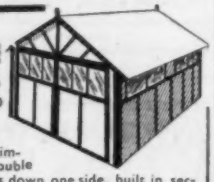

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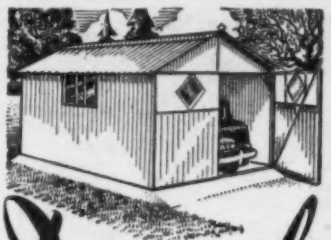

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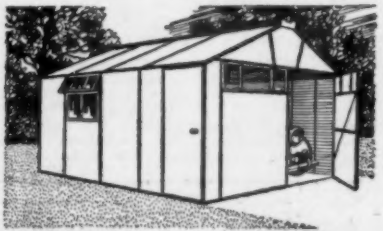

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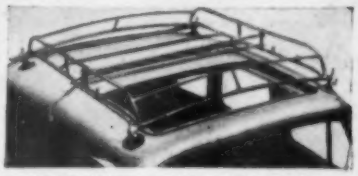

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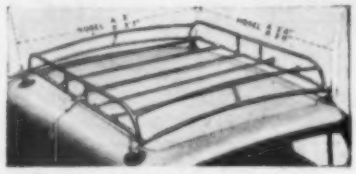

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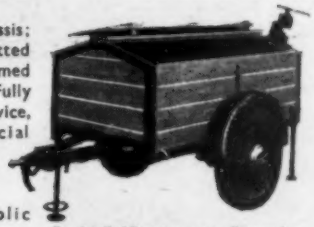

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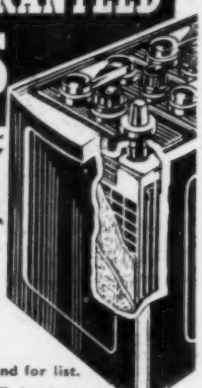

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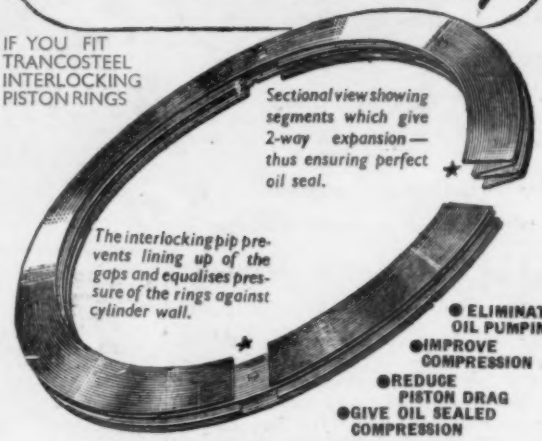
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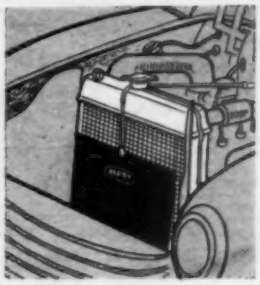

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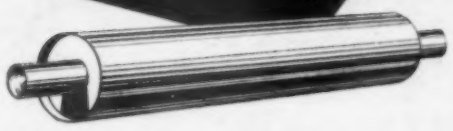

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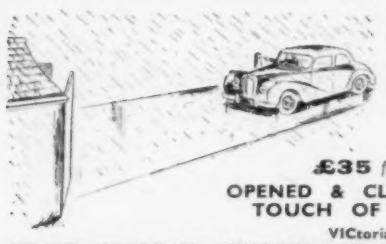

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Printed in Great Britain for the Publishers, ILIFFE & SONS, LTD., Dorset House, Stamford Street, London, S.E.1, by CORNWALL PRESS LTD., Paris Garden, London, S.E.1. *The Autocar* can be obtained abroad from the following: AUSTRALIA and NEW ZEALAND: Gordon & Gotch, Ltd. INDIA: A. H. Wheeler & Co. CANADA: The Wm. Dawson Subscription Service, Ltd.; Gordon & Gotch, Ltd. SOUTH AFRICA: Central News Agency, Ltd., Wm. Dawson & Sons (S.A.), Ltd. UNITED STATES: The International News Co. Entered as Second Class Matter at the New York, U.S.A. Post Office.

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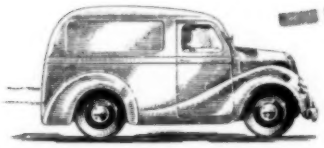

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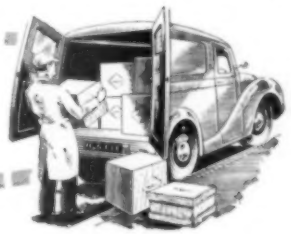

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